

NEAR or FAR
IS THE SAME
TO YOU
WHEN YOU USE
LAZARUS'
BIFOCAL GLASSES.

The China Mail.

ESTABLISHED 1840

May 15, 1920, Temperature 73.

Rainfall 0.00 inch.

Humidity 88.

May 15, 191, Temperature 54.

CHEMICAL
FIRE EXTINGUISHERS
TO SUIT ALL
PURPOSES
ALLEN, ROSS & CO.
35, Des Voeux Rd. C.

No. 17,951.

六拜禮

號五十五月五年十二百九千一英

HONGKONG, SATURDAY, MAY 15, 1920.

日七廿月三申庚戌年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS.
HONG KONG-KOWLOON.

Marine and Land Engineers, Boilermakers,
Founders, Motor Boat Builders.

HARBOUR REPAIRS CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 12 H.P. to 50 H.P. now in stock also spare parts.
Telephones:—Works K.21; Manager K.39; Harbour Engineer K.120;
Works Supt. K.410.
Telegrams:—"SEYBURNEL"

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).
CARS FOR HIRE IN HONGKONG AND KOWLOON.

Agents in South China for:
Hudson, Essex, Dodge Brothers and Siddeley-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

GARAGE AT 44 DES VOEUX ROAD. TEL. 482. GARAGE AT 23 NATHAN RD. KOWLOON

MOSCATINE.

A few drops sprinkled on the hands
or any exposed part effectually
prevents the bites of Mosquitoes
and Sand Flies.

SCRIBERS'

A. S. WATSON & CO., LTD.,

The Hongkong Dispensary.

A WELL-KNOWN FACT.

CAMPBELL MOORE & CO., LTD.

ARE THE ONLY

EUROPEAN HAIR DRESSERS

IN THE COLONY.

SPECIAL LADIES' SALOON

HONGKONG HOTEL BUILDING.

YEE SANG FAT CO.

— JUST ARRIVED —

**SMART
WHITE SHOES**

WHITE CANVAS
WHITE RUBBER
SOLES & HEELS.

Prices \$5.00 to \$8.00 Pair.

LADIES' WHITE SHOES

CANVAS UPPERS,

RUBBER SOLES

\$2.50 to \$4.00 Pair.

Also complete Sizes for Girls and Children.

YEE SANG FAT CO.

Queen's Road & D'Aguiar Street.
Telephone 1355.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 638.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

FRANCE AND CHINA.

PAINLEVE ON THE FUTURE.

LONDON, May 14.
Interviewed by the Paris correspondent of the *Globe* M. Painleve, who is starting to-day for Peking, said the main object of the journey was to maintain and develop French influence in the Far East by increasing intellectual, scientific and technical relations between France and China. None of France's allies need take umbrage at such endeavours. All nations would participate in friendly co-operation in the great efforts China was making to adapt itself to modern conditions and develop its vast resources. He expressed the opinion that China would surprisingly rapidly modernise herself and play an immense part in the history of the world in the future.

SIR JOHN JORDAN.

LONDON, May 11.
Sir John Jordan upon relinquishing his appointment as Minister to Peking, had an audience with the King at Buckingham Palace.

BIG SHIPPING SALES.

WASHINGTON, May 11.
The Shipping Board announces that nine cargo boats, of an aggregate dead weight tonnage of 57,732 tons, have been sold to American shipping companies for 11½ million dollars.

HIGH UP.

WASHINGTON, May 11.
A message from Elcentro, California, says an Egyptian in a Lowell-Smith aeroplane, with three passengers, reached an altitude of 17,100 feet.

THE CONSORTIUM.

WASHINGTON, May 11.
The State Department formally announces the organisation by Britain, France, Japan and the United States of a consortium to provide China with funds to permit her to proceed with economic and industrial development. The American representation will consist of thirty-one banks.

"VORWAERTS."

HOW IT WAS PUBLISHED.

AN AMAZING FEAT.

A daring deed by Herr Friedrich Stampfer, the chief editor of *Vorwaerts*, and half of his editorial staff during "the hundred hours" of Kapp's regime can now be told. It was nothing less bold than the bringing out of an edition of *Vorwaerts* under the very nose of a contingent of Von Luettwitz's troops occupying the *Vorwaerts* building to see that the paper was not issued. At midnight on the Monday Herr Stampfer and his daring colleagues slipped past the military guards into the type setting room and one of the printing rooms not actually occupied. So, by candle light, they set to work to write a leader and various news articles; others did the work of setting them in type; another bold individual who could imitate the peremptory military tone of voice to perfection, "Koppenicked" the telephone operators into putting him through to Dresden and Stuttgart, where he got into communication with *Vorwaerts* correspondents and obtained the latest news from these centres. Through the night, till 5 o'clock, work went on; and it was a thirty band which surveyed the printing machine ready to do its work. One of them had a happy idea. He slipped down to where the soldiers were preparing their morning coffee, chatted amiably with them, and returned to his journalistic conspirators with several great cans of excellent steaming coffee, which was used for the toast of "Frustrate the knavish tricks" of Kapp and Von Luettwitz. Then a printing machine set to work slowly and quietly, while one of the band slipped out of the building with a matrix under his overcoat to carry to the Spandau suburb, where printing plant was known to be available.

Thousand after thousand of copies came from the printing machine, and they were smuggled out of the building. Something like 15,000 copies had been printed when the commander of the guard picked up his ears and came to investigate the cause of the rumbling noise. He was astonished to see a machine printing copies of the newspaper, which was to him another. Of course he had the machine stopped and the few copies lying about destroyed. But the great adventure was over; 15,000 copies of *Vorwaerts* had disappeared; and so had Herr Stampfer and his colleagues. At Spandau 20,000 copies were printed.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. report on May 14:

Our local market has not been so active since our last report and rates in most cases have shown a tendency to weaken, prospective buyers holding off hoping for lower rates. The Shanghai Market is also quiet with little business reported.

Banks.—Hongkong and Shanghai Banks, after sales at \$625, are wanted at \$622½.

Marine Insurances.—Cantons, sales took place during the week at \$445. Unions have advanced and shares could be placed at \$192½ with sales reported at \$195.

Shipping.—Douglases, after sales at \$87½, have sellers at that rate. Indo-China (deferred) have risen from our last quotation of \$180 to a buying rate of \$200 (London Register).

Macao Steamboats are "quiet" with sellers at \$24½. Sar Fernies are obtainable at \$30 with buyers at \$29. Shell Transports have buyers at 210¼ with sellers at 220.

Refineries.—China Sugars, remain about the same as last week with sales reported at \$227. Malabons could be placed at \$48½.

Docks and Wharves.—Kowloon Wharves are quiet with sellers at \$86. Kowloon Docks after sales at \$150½ are wanted at \$151½. Shanghai Docks have eased off slightly but shares could be placed at 132.

Miscellaneous.—Cements have changed hands at \$7.10 and more shares are wanted at that rate. The following are all buying quotations:—China Lights (old) \$84 and (new) \$84½; Hongkong Ropes \$20; Hongkong Tams \$54½; Steam Laundries \$44½; Waterworks \$13; Dairy Farms \$25 and Wanchans \$27½.

NEWSPAPERS RAISING PRICES.

London, April 11.—The paper situation is more acute than ever. Pulp prices are now seven times as high as before the war and threaten to go higher. Many newspapers, especially weeklies, are again raising their prices or reducing the number of their pages. The Government are being urged to take action with a view to encouraging the increase of supply of raw material, especially from the Dominions. Publishers, both in England and America, are greatly curtailing their supplies to the public, reducing the space available for advertising and largely increasing advertising rates.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

"ADMIRAL SIMS" STATEMENTS.

WASHINGTON, May 11th.
Replying to Admiral Sims' charges, Mr. Daniels told the Senate Committee that Admiral Sims belittled the work of the American Navy in contrast to the work of the British Navy, because he coveted British honours.

Mr. Daniels declared that Admiral Sims in war-time failed to appreciate the paramount importance of protecting transports. Mr. Daniels contended that if anybody in the Navy Department had been anti-British, Admiral Sims, who was well-known to be pro-British, would not have been sent to London. Mr. Daniels preferred the "bold and audacious policies" of the Navy Department which he declared, were delayed owing to Admiral Sims' opposition and British Admiralty's lack of faith in the practicability of some of them. Mr. Daniels concluded by urging the continuance of Anglo-American mutual co-operation which in war-time had led to mutual esteem and fellowship.

THE STEAMER "ANGHIN."

Colon, May 11th.
The steamer *Anghin*, mentioned in a cable of May 10th, has arrived. The fire is still burning in the cargo of beans. Surveyors have been called in.

AMERICAN BLUEBEARD.

Los Angeles, May 11th.
Watson, the American Bluebeard, pleaded guilty to the charge of murder and was sentenced to life imprisonment.

AMERICAN EX-SERVICE MEN.

WASHINGTON, May 11th.
Republican members of the House of Representatives Wages and Means Committee have abandoned the proposal to tax the retail sales one per cent, in order to raise funds to relieve ex-service men.

AN HONOUR TO THE
MERCANTILE MARINE.

Commander Sir Frank Barlett Stuart Notley, K.B.E., R.D., R.N.R., whose name appears in the honours list published to-day, is the Marine Superintendent of the P. and O. Steam Navigation Company.

His long and interesting career in the mercantile marine began as far back as 1879, when he went to sea as an apprentice in the ship "Borealis." In sailing ships he remained, chiefly in the Australian trade, for a period of seven years, then, as a junior officer, in June 1886, entering the service of the P. and O. Company, in which, in July 1905, he attained the rank of commander. In this capacity he had charge, among other ships, of the "Plassy," engaged in the Indian transport service, for nearly four years. At the termination of the "Medina's" commission as a royal yacht, Captain Notley took command of that vessel, remaining in her for six years until his appointment by Lord Inchcape to his present position in January 1917.

His early and prolonged service in sailing ships gave Captain Notley a knowledge and experience of seamanship in its broadest aspect which has become of relatively increasing rarity, as the proportion of British sailing ships has diminished.

Captain Notley's work as superintendent during the later and more strenuous period of the war was not simplified by the fact that P. and O. ships were running under the Ministry of Shipping and had frequently to be attended, overhauled and restored, under conditions of the utmost difficulty, at distant ports on various parts of the United Kingdom coast. This disturbance of routine, involving a considerable amount of hurried travel, imposed a burden of work altogether unusual, and Captain Notley, like the responsible overseers of other great lines, met the unusual strain with a success upon the present recognition of which his numerous friends have been glad to congratulate him.

It may be added that Sir Frank Notley, who holds the rank of retired commander and the decoration of the Royal Naval Reserve, was for many years a keen and active officer in that branch of Admiralty service; and, in that connection, was employed for some time as an officer in the Navy, after successfully taking the usual preliminary courses in the gunnery and torpedo school.

He is 55 years of age and should, have before him a substantial span of years in which to enjoy the distinction which has now been conferred upon him.

Also a "WALLA WALLA" BOAT

to your ship. Phone No. 3516.

BUSINESS NOTICES

**AERTEX CELLULAR
DAY SHIRTS**

DELIGHTFULLY COOL AND COMFORTABLE.

BE SURE
AND ASK
FOR
AERTEX
AND
REFUSE
IMITATIONS



THE
LARGEST
SELECTION
IN
THE
COLONY

— MEDICALLY RECOMMENDED —
J. T. SHAW
Tel. 692. SPECIALIST IN MEN'S WEAR Tel. 692.
NEXT DOOR HONGKONG HOTEL

J. ULLMANN & Co.

French Firm, Established 1880.

Quality, Variety, Perfection.

ALLSOPP'S

BRITISH PILSENER BEER
RAINIER

AMERICAN PALE BEER
CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT.

In Casks of 75 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2342.

THE OPTICAL COMPANY

51, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES, LENSES, etc.
OPTOMETRIST-IN-CHARGE—E. CHAN, OPT. D.
EYES TESTED FREE OF CHARGE.

HANDLEY PAGE
MULTIPLE ENGINED BIPLANES
HANDLEY PAGE LTD.
Orickwood, London, N.W. 2.

Sole Agents for China
PEKING SYNDICATE LTD.

Sub-Agents for Hongkong and South China
W. R. LOXLEY & CO.

Hongkong

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions from Messrs. THORSEN & Co., to sell by Public Auction

on
TUESDAY, the 18th May, 1920,
at 3 p.m.

at his Sales Rooms, Duddell Street,
The Steamer "DAGMAR"
as she now lies in the Menam River,
Bangkok, with all her machinery, gear
and appurtenances, etc.

1457 tons gross Reg.
921 tons net Reg.
1800 tons deadweight capacity on
17 feet mean draft. Speed 10 knots.

This Steamer went ashore in the
Gulf of Siam, was salvaged, and towed to
Bangkok, where she was dry-docked and
patched up.

Inspection orders on application to
the East Asiatic Co., Ltd., Bangkok.

The Steamer to be at purchaser's risk
after fall of hammer, when purchase
money is to be paid.

For full particulars apply to
LAMMERT BROS.,
Auctioneer,
or
Messrs. THORSEN & Co.,
Hongkong.

THE Undersigned have received instructions to sell by Public Auction,

on
WEDNESDAY, May 19, 1920,
commencing at 11 a.m.

at their Sales Rooms, Duddell Street,
100 cases Salamander U.V.P. Brandy

10 " Three Star Brandy

20 " MacLaren's Dry Gin

20 " Old Tom Gin

20 " Merveille's Peppermint

23 " Sherry

7 " Jamaica Rum

5 " Burgundy

3 " Creme de Menthe

2 " Angostura Bitters

2 " Champagne

23 " Biscuits

Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

on
FRIDAY, May 21, 1920,
commencing at 11 a.m.

at their Sales Rooms, Duddell Street
(for account of the concerned)

1717 bags ANTIMONY ORE
(Stored at Kowloon Godowns).

1730 bags ANTIMONY ORE
(Stored at West Point Godowns).

(total weight 3712 piculs).

Inspection orders can be had from
undersigned.

Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Kowloon, May 13, 1920.

By Order of the Mortgagees

MESSRS. LAMMERT BROTHERS
have received instructions to sell
by Public Auction

on
SATURDAY,
the 22nd day of May, 1920, at 12

o'clock noon, at their Salesroom in
Duddell Street, Victoria,
Hong Kong.

The Steamship "WING ON"

(late of the Hong Kong & Canton
run) now lying off Yauwatt in the
Harbour of Hong Kong together with
all the furniture, stores, equipment and
appurtenances now on board.

IN ONE LOT.

The ship is registered in Hong Kong
and her tonnage and dimensions are as
follows:

Gross Tonnage 334.75

Registered Tonnage 456.46

Length 103 ft.

Main Breadth 33 ft.

Depth 11.75

For further particulars and conditions
of sale please apply to

Messrs. DEACON LOOKER,
DEACON & HARTON,
Vendors' Solicitors,

or to
Messrs. LAMMERT BROTHERS,
The Auctioneers.

FOR SALE.

One Complete Set of 25 Volumes
ENCYCLOPEDIA BRITANNICA
(Never been used).

Apply
LAMMERT BROS.,
Auctioneers.

**A COMPLETE AERATED WATER
PLANT FOR SALE.**

The Machines are made by Messrs.
Dunlop & Hutchinson, Ltd., Manchester,
and guaranteed in perfect
working order. This complete plant
will turn out 2,400 dozen aerated
water per day.

KWONG HANG HONG LTD.
P.O. Box 280, Hongkong.

INTIMATIONS

HOW TO AVOID INFANTILE
AILMENTS.

When there are diseases prevalent in
the season, it is the most dangerous to
Infants and so Great Care must be
taken in feeding them with proper
food otherwise they would give their
Mothers a lot of trouble. To avoid
the trouble is to feed them with LACTOGEN
which resembles human milk.
It is easily digested and promotes
healthy appetite. It keeps the Infants
thriving and free from all Infantile
Ailments.



SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China,
Nos. 47 & 48, Connaught Road Central, Hongkong.
Telephone Nos. 1229 & 1230.

WE HAVE
Just received
A New Supply of
WAR and ARMISTICE
STAMPS.

Many varieties and values of
NEW EUROPE
also
CATALOGUES and ALBUMS
for sale.

GRACA & CO.,
No. 19, Wyndham Street,
P.O. Box 620, Hongkong.

JAPANESE MAKERS.

Every kind of Footwear
**MADE
TO
ORDER**



OHERRY & CO.,
FELDER STREET,
Opposite Hongkong Hotel.
Telephone No. 431.
Hongkong, March 30, 1924.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

THESE REMEDIES ARE THE ONLY TRULY
EFFECTIVE REMEDIES FOR THE TREATMENT OF
ALL THE DISEASES OF THE SKIN AND
MUCOUS MEMBRANES. THEY ARE
EASILY TAKEN AND DO NOT
PRODUCE ANY UNDESIRABLE
EFFECTS. THEY ARE
THE ONLY REMEDIES
WHICH ARE GUARANTEED
TO CURE THE MOST
OBSTINATE CASES OF
SKIN DISEASES.

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"CAPSTAN"

Navy Cut
Cigarettes"CAPSTAN" Tobacco
for the Pipe

ACKNOWLEDGED BY THE CONNOISSEUR TO STAND
ALONE PURITY AND CHARM OF FLAVOUR.

Packed in Tins of 50 and packets of 20 & 10
CIGARETTES.

ALSO—
MAGNUMS

in AIR-TIGHT tins of 50 Cigarettes.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

AN INTERVIEW WITH
EX-PRESIDENT LI.

THE TUCHUNATE.

SHOULD BE ABOLISHED, HE SAYS.

In view of the difficult situation in
China, the Editor of the *Chinese
Peking and Tientsin Times* went to
call upon ex-President Li Yuan-hung
and asked him several questions con-
cerning the latest problems of the
country. The eloquent answers
which were given by the ex-President
were all so important, frank and in-
teresting that these may be regarded
as the most effective logic to set this
country in order. The following is a
summary of his answers on various
problems:

(1) Question on the Proposition of
abolishing Military Governorships in
China.

"I strongly sympathize with this
proposition, provided that it is not
a trick of the opposition parties.
There are more benefits than harm
if this proposition is carried out. It
would do no harm, at all if this
scheme is not a pretext for some
other understandings. There are
North-Western Frontier 'Garrisons',
which have not the title of Military
Governorship and might be exempted
from abolition. In order to
carry out this proposition successfully,
the Armies must first be disbanded,
otherwise it would be for the good
of the Frontier Garrisons to streng-
then their own forces. Military
Governors are absolutely useless.
The disasters which have been con-
tinually occurring in China have
mostly been caused by Military
Governors. Owing to their competi-
tion for power, numerous troops
were recruited and enormous sums
of money were thrown away. As to
the Military Governors themselves,
one seldom finds any of them, whe-
ther retired or still holding his post,
without a property amounting to
millions of dollars. Their salaries
are only two thousand dollars per
month with another two thousand
dollars allowances. Where did their
millions come from? On the other
hand everyone knows that most of
the troops have not been paid for
months. As a matter of fact the
Military Governors themselves rob
the troops' pay. They are robbers
above the Law! The best thing for
a Province to have, is an elected
Civil Governor, that is, a Governor
to be elected by the people of the
Province. China is a Republic. She
should have a Legislature represent-
ing the whole country, and all the
members must be properly elected.
It is worth less to think about all
the by-gone parliamentarians for
they are worse than pigs and dogs,
because they look upon themselves
as goods which may be bought or
sold. When Military Governor's are
abolished it is necessary to see that
all the troops have been disbanded,

If the troops are partly disbanded
then the situation will be hopeless.
It would enable those who have the
most troops to do what they like.
The Ministry of War should have
nothing to do more than the suste-
nance of the Army; the General Staff
should only command the troops,
and, as to the education of the
Army, I should think it is better
to leave it to the Ministry of Educa-
tion. I always maintain that
Military powers should be small and
Civil administrative powers be great,
therefore the proposition of abolish-
ing the Military Governors really
conforms to my policy."

(2) Is China really confronted
with Bolshevism?
"Not only is there Bolshevism
among the people, but there is also
Bolshevism in the Government. The
latter is the worse. The people's
Bolshevism maintains two objects,
that is equalization of property and
anarchy, but the Government's Bol-
shevism is unscrupulousness and
tyranny, and I do not sympathize
with either of them."

(3) The question of the strike of
the Students.
"It is indeed a very painful action.
They simply wasted their valuable
time, and they have no influence to
carry their desires into effect, al-
though their enthusiasm is highly ap-
preciated. To save the country from
disaster is an action for the whole
country otherwise it will be useless."

"Mr. Obata, the Japanese Minister
in Peking, came to see me at the end
of last year. He asked me whether
there is any means which can save
China from trouble. I answered that
if your country does not lend any
more money to the Government,
China will have peace. I have also
strongly indicated to Mr. Lamont,
whom I invited to dinner when he
was in Tientsin a few days
ago, that he should not lend a single
cent to China until she is united.
The disaster of China is her bad
Government. It will be useless to
think of any means to save her
when there are continuous foreign
loans to enable the Government to
carry out what it likes in spite of
public criticism."

AS GOOD FOR YOUR WIFE
AS FOR YOURSELF.

They are for the family—are Pinkettes, being so mild yet sure in action as to exactly meet the needs of both sexes from childhood to old age.



dispel Constipation, cure Biliousness,
Sick Headaches, Torpid Liver, foul
breath, pimples, etc. Druggists also post
free, 0.10 cents the box, from Dr.
Williams' Medicine Co., 90 Spring
Road, Shanghai.

"WALLA-WALLAS." Double-cross
the harbour but never double-
cross you. Phone No. 3518.

ANECDOTES OF THE
FAMOUS.

The hero of Mrs. Hemans's famous
poem "Casabianca" was a real per-
sonage. He was a Corsican, and
came from a brave and very old family.
His father was Luce de Casabianca,
and had served in the French Navy
from boyhood. It is said that the
father went to sea in his thirteenth
year. Quick to learn and ready to obey
he made rapid progress and he showed
great heroism during the American
Revolution, a struggle in which the
French lent a hand both on land and
sea. In time Luce de Casabianca be-
came captain and was given command
of a war vessel named the "Orient"
which took part in the battle of Abou-
kir.

Early in the engagement the French
Admiral was killed, and Captain Casabianca
was suddenly called upon to
take command of the French fleet.
He had scarcely done so when he was
wounded in the head and it was seen
that the wound was fatal. He was
called upon to surrender but he re-
fused saying that he would rather go
down with his vessel. Even when the
"Orient" took fire he declined to leave.
"And I stay with my father!" cried
the son, who was a boy of ten. "You
must save yourself," urged his father,
"and live for your mother." In an-
swer the boy threw himself on his
father and held him in a tight and lov-
ing embrace. The probability is that
the boy would have been taken away
by force, but time did not permit of
this. The fire had reached the powder
magazine, and the "Orient" was blown
into the air. In this way the brave
father and his noble son perished.

CUTICURA HEALS
BOY'S ECZEMA

On Face and Then Head.
Ashamed To Take Him Out.

"Eczema came in little spots on
my little boy's face and then it got to
his head. Afterwards it got all over
him. I was up night after night, and
I placed him in the bed. The eryth-
ema turned into a thick scale, and I
was ashamed to take him out."

"A friend asked me to try Cuticura
so I sent for a free sample. I bought
two tablets of Soap and two boxes of
Ointment, and now he is healed."
(Signed) Mrs. Hunt, 61, North Street,
Gosport, Hants, England.

Use Cuticura Soap and Ointment
for all itchy rashes and keep your skin
clear, sweet and healthy.

Box 3, Cuticura Soap, 24 and 26, South
Broadway, New York. Box 3, Cuticura
Ointment, 24 and 26, South Broadway,
New York. Send for free sample.

Write for free sample to Cuticura,
24 and 26, South Broadway, New York.

Box 3, Cuticura Soap, 24 and 26, South
Broadway, New York. Box 3, Cuticura
Ointment, 24 and 26, South Broadway,
New York. Send for free sample.

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Box 3, Cuticura Soap, 24 and 26, South
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NOTICES.

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Agents for:—ADMIRALTY CHARTS,
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KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS,
EGG NOODLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from Flour of the Best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms made at special, especially for Agents.



THE HING WAH PASTE MFG.
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FACTORIES: Hongkong, Wing King Street, Causeway Bay
and Shanghai, No. 71, North Soochow Road.

TRADE MARK.

JUST ARRIVED

Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.

Prices to suit all purses.

POKOMOULL BROS.

TELEPHONE 2468.

36, QUEEN'S ROAD CENTRAL.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

J. H. TAGGART,
MANAGER.

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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
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"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
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"MEMBROS" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
ON

TUESDAY,
May 18, 1920, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A Small Consignment of
WHITE GOODS, &c., &c.
Comprising:—

Pillow Cases, White Satin Quilts,
Turkish Towels, Bath Towels, Bath
Sheets, Double Bed Sheets, Battenberg
and Drawwork Bedspreads, Table
Covers, Crochet and Drawwork
Dollies, Table Cloths, Linen Damask
Serviettes.

A few lots of Bellow Valises, Kit
Bags, Suit Cases, and Attache Cases.

Also
Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1920.

(For Account of the Concerned),
ON

TUESDAY,
May 18, 1920, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

**TEAKWOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
BEDSTEADS, TEAKWOOD TWIN
BEDSTEADS, CARPETS, &c., &c.**
comprising:—

Chamberlain Sofas, Arm-chairs (new)
Folding Card and Occasional Tables, One
Upholstered Suite, Bedroom Furniture,
comprising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables, and Chairs, Washstands,
&c., (fumed Teakwood), Hide-
boards, Dinner Waggons, Extension Din-
ing Tables and Chairs, &c., Dinner
Services, Crockery, and Glass Ware,
Cooking Stoves, Outlets, &c., Bath
Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, Blackwood Fire
Screens, Side Tables, Chairs,
Cabinets, Pictures, Carpets new and
second-hand.

Also
Four Pianos, One Enamelled Bath,
Camera, &c., &c.
(Full Particulars from Catalogue).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1920.

**MITSUBISHI SHOJI
KAISHA, LTD.**
(Mitsubishi Trading Co.)
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF
**TAKASHIMA, OCHI, MUTARI,
KISHIMOTO, YOSHINOZAKI,
HOJO, HAMAZUTSU, HAYO, SHIN-
NEW, KANADA, SIBAI, KAMITA,
MADA, and OTSUKI.**
AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

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Representatives:—

Nagasaki, Kurume, Wakamatsu, Moji,
Kure, Kobe, Osaka, Fukuoka, Nagoya,
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Otaru, Vladivostok, Peking, Tientsin,
Dairen, Tsingtao, Tientsin, Hankow,
Singapore, Batavia, London, Paris,
New York and Seattle.

Cable Address:—IWASAKI-KAL.

Codes:—A. 1, A. B. C. 4th Ed.
Western Union and Bentley.
The Mitsubishi Marine
Agencies for:—Fire Insurance Co.
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Fire Insurance Co.

For Particulars, apply to—
B. HAYEKI, Manager.
No. 14, PRINCE STREET, HONGKONG.

INTIMATIONS.

REPULSE BAY HOTEL.

THE MISSES de VINE and TERREY
SOCIETY ENTERTAINERS

will introduce

HARMONY and SONG

at the usual

TEA DANCING and DINNER

DANCE

to be held

TO-DAY

(SATURDAY), MAY 15th

SUNDAY, MAY 16th

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Final of Championship Singles.

Final of Championship Doubles.

Challenge Round of Championship

Singles.

RESERVED SEATS to witness

these matches may now be booked with

Messrs. MOUTRIE & Co. Price \$1

each.

There will be a limited amount of

standing room, entrance fee to which

will be 50 cents each.

Dates of above matches, subject to

weather conditions, 18th, 20th & 25th.

May.

L. S. GREENHILL.

Hon. Secretary.

Hongkong, May 14, 1920.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that

the 47th ORDINARY YEARLY

MEETING of the Society will be held

at its Head Office, Nos. 3 and 4

Queen's Buildings, Hongkong, on

FRIDAY, 21st May, 1920, at Noon,

for the purpose of receiving the

Report of the Directors together with

the Statements of Account to 31st

December, 1919, and of declaring

Dividends, etc.

The TRANSFER BOOKS of the

Society will be CLOSED from 8th

May to 21st May, both days inclu-

sive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that

the 51st ORDINARY YEARLY

MEETING of the Company will be

held at its Head Office, Nos. 3 and 4,

Queen's Buildings, Hongkong, on

FRIDAY, 21st May, 1920, at 12.45

p.m., for the purpose of receiving the

Report of the Directors together with

the Statements of Account to 31st

December, 1919, and of declaring

Dividends, etc.

The TRANSFER BOOKS of the

Company will be CLOSED from 8th

May to 21st May, both days inclu-

sive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

THE HONGKONG ELECTRIC

COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that

the THIRTY-FIRST ORDINARY

GENERAL MEETING will be held at

WANT ADVERTISEMENTS

25 WORDS & INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 3 insertions.

WANTED.

WANTED.—To Purchase a setter
or Pointer PUP (dog) apply
1183 c/o "China Mail."

TO LET.

TO LET.—Furnished "Ava House"
May Road. Apply to The
Hongkong Land Investment & Agency
Co., Ltd.

FOR SALE.

STAMPS of Hongkong, China, etc.,
in fine condition and reasonable
prices; will send on approval.
"Stamp Topics," a small monthly
stamp paper, copy postfree on request.
THEODORE SIDDALL, Shanghai.

TO LET.

TO LET.—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexander Buildings.

**DAISY
AIR RIFLES**

Get out in the open
with a gun—the best
sport on earth. The
Daisy gives you all
the enjoyment of a
hunting rifle, at a
very small cost.

The Daisy is made of
steel—handsonely
finished. Gives you
thirty shots a minute.
Operated by compressed
air. Most popular
article for boys sold in
the Americas.

Repeating and Single
Shot Models. Ask
your dealer to show
you a Daisy Air
Rifle.

To Dealers: A most
profitable specialty.
Write us for terms.

DAISY MANUFACTURING CO.,
Riverside, Illinois, U.S.A.
Export Office: 2 & 3 LOCKWOOD, Manager,
11 Broadway, New York.

**DAISY
AIR RIFLES**

Get out in the open
with a gun—the best
sport on earth. The
Daisy gives you all
the enjoyment of a
hunting rifle, at a
very small cost.

The Daisy is made of
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thirty shots a minute.
Operated by compressed
air. Most popular
article for boys sold in
the Americas.

Repeating and Single
Shot Models. Ask
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(Inc. in Japan)

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Head Office: OSAKA.

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Contracts Solicited for Bunkering Ships
at Hongkong, Shanghai, Keelung (Formosa)
And All Leading Japan Ports.

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THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 800 feet long.

Town Office: 64, QUEEN'S ROAD CENTRAL, HONGKONG. Telephone No. 419.
Slipway at Shum Shu Po, Kowloon, Hongkong. Telephone No. 2.
Particulars furnished on application.

Hongkong, April 6, 1911.

ST. JOHN'S CATHEDRAL.

MONDAY

NEXT

ORGAN RECITAL
At 6 p.m.

NOTICES TO CONSIGNEES.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE GILPEN."

From CALCUTTA via RANGOON,
PENANG, SINGAPORE and
SAIGON.

THE above mentioned vessel having
arrived from the above men-
tioned Ports, Consignees of cargo are
hereby informed that they must take
immediate delivery of same from
alongside, and all cargo impeding dis-
charge will be landed at their risk and
expense into the Pacific Mail Steam-
ship Company's godowns at West
Point, and stored at Consignees' risk.
Consignees of Cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before Bills of Lading can
be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns,
where they will be examined on
May 17th at 10 a.m.

All claims must be presented with-
in a week of the steamer's arrival
here after which they cannot be re-
cognized.

No claim will be admitted after the
goods have left the godowns, and all
goods remaining undelivered after
May 17th will be subject to rent.

No Fire Insurance whatever will be
effected.
Consignees are requested to send in
their Bills of Lading for countersigna-
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. SHIPPING BOARD,
J. ORAM SHEPPARD,
Acting Agents.
Hongkong, May 11, 1920.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE GITNAO."

From CALCUTTA, via RANGOON,
PENANG, and SINGAPORE.

THE above mentioned vessel having
arrived from the above men-
tioned Ports, Consignees of cargo
are hereby informed that they must
take immediate delivery of same from
alongside, and all cargo impeding
discharge will be landed at their risk
and expense into the Pacific Mail
Steamship Company's godowns at
West Point, and stored at Consignees'
risk.

Consignees are hereby notified
that General Average has been
declared and before delivery of cargo
can be given they must sign General
Average Bond, furnish completed
valuation statements and pay a
General Average contribution of 2
per cent. of the invoice value of the
goods.

Consignees of cargo are hereby
notified that they must produce an
Import Permit signed by the Superin-
tendent of the Imports and Exports,
Hongkong, before Bills of Lading
can be countersigned.

All broken, chafed and damaged
goods are to be left in the godowns,
where they will be examined on
May 17th at 10 a.m.

All claims must be presented within
a week of the steamer's arrival here,
after which they cannot be recognized.
No claim will be admitted after the
goods have left the godowns, and all
goods remaining undelivered after
MAY 17th, will be subject to rent.

No Fire Insurance whatever will be
effected.
Consignees are requested to send in
their Bills of Lading for countersigna-
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,
Hotel Mansions,
As Operators, U.S. Shipping Board,
J. ORAM SHEPPARD,
Acting Agents.
Hongkong, May 11, 1920.

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Japanese Photographers.

All kinds of Photographic Work done
in latest styles also Passport Photos.

Developing and Printing for
Amateurs a Speciality.
No. 24, Queen's Road Central.
Tel. 254.

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THE MOTOR UNION INSURANCE COMPANY, LIMITED.

AND

THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE and MOTOR ACCIDENT.

For Rates and Particulars apply to the General Agents.

UNION TRADING CO., Prince's Building.

THE HOTEL ASIA

WHEAT BUND, CANTON.

The highest building in Canton affording a
panoramic birds eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to

THE SUN CO., LTD.,
Proprietors.

LONG HING & CO. PHOTO SUPPLIES.

Developing & Printing a SPECIALITY.

No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

Tel. 1036.

Tel. 1036.

GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

CARS GARAGED at PRAYA EAST or

WANCHAI - \$20 per month.

THESE PRICES INCLUDE CLEANING AND
ORDINARY GARAGE DUTIES.

EXILE GARAGE

33 & 35, Des Voeux Road Central,

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HONGKONG.

Tel. 1036.

THE BON TON.

LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER

SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - 37, Queen's Road Central.
Tailoring Department - 1, 3, & 5, Chiu Lung Street.

PHONE 928.

CABLE "BONTON."

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road,

Hongkong.



六 國 香 煙 均 備 凡 天 中 國 貨
華 中 香 煙 均 備 凡 天 中 國 貨
五 國 香 煙 均 備 凡 天 中 國 貨
雙 喜 香 煙 均 備 凡 天 中 國 貨

GIN.

Sir R. Burnett & Co's Fine
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TEL. 616.

Wm. **Powell** Ltd.
TELEPHONE 346

Nothing is more pleasing to the eye than neat,
Attractive Footwear—

WICHERT'S

Models ensure these two pleasing qualities.

**CORRECT IN DETAIL,
PERFECTION IN SHAPE.**

Our present Models are original in style, yet neither
freaky, nor extreme.

They are particularly excellent in the smaller
niceties of finish.

The pleasure of a visit is solicited by

WM. POWELL, LTD.
Phone 346.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, MAY 15, 1930.

SALARIES.

The new scale of Civil Servants' salaries is reported as resulting in great dissatisfaction among the Government employees. There seems to be no equality of incidence in the new distribution. While some members of the Service gain handsomely, others remain at practically the same rate and others again will apparently suffer loss. It is even alleged that there will be some unfortunate who will be asked to refund a portion of the previous increments. It is, however, difficult to judge at present exactly how the new scale will work out as most of the employees are unable to calculate whether the suggested salaries will be an improvement on the old or will be to their distinct disadvantage.

The Government, it seems, has announced the new rates of pay without stating definitely what additional allowances will be given. These allowances apparently are left to the decision of the Heads of Departments and the juniors have not yet been informed what allowances if any they will obtain.

The most wonderful point about the whole business is that employees can choose whether they will remain on the old scale or adopt the new. This would seem to indicate that the Government itself is doubtful whether any benefit will accrue from the new rates. The general opinion seems to be that those who are already well up on the list will stand to gain, while those near the bottom will remain just the same, or possibly be worse off than before. Meantime the Government has asked its servants to make their choice now and their decision will be irrevocable. Any decision is quite impossible until the whole matter is thrashed out and each man's position definitely stated. Report has it that the members of the Sanitary Department are so dissatisfied that they approached the Head on Thursday to protest, but he was unable to promise anything. It is hoped to return to this matter at an early date and give facts and comparisons. Meaning no announcement has been seen of the new rates for the Government, the Colonial Secretary, the Director of Education, and other highly paid officials. We can only trust that their interests will be adequately looked after.

ADVERSARIA.

"Pussyfoot" Johnson S.O.S. went from England to France to persuade the French to make grape juice instead of wine, and in the language of boozephobia to "go dry." Now that the week-end is here, and yachting contemplated, "Pied de chat" Johnson is urgently needed to persuade our weather to go dry.

Miss Stella Benson, author of several LEAVES VS. books of a delicate humour all her own, including her latest, "Living Alone," left Hongkong last evening for Peking. She has been far from well during her stay in Hongkong, and her friends are hoping that the northern climate will do her good. She herself is pluckily determined to continue her world tour.

Reuter has a man (or woman) who must put in the picturesque touch.

We have barely had time to forget the German demagogue when we get the word picture of the Turkish delegate receiving the treaty "with trembling hands and a voice shaken by emotion." Did those bloody hands really tremble? Was that cillous murderer really nervous? It is hard to believe it.

Gilbert Chesterton in his impressions of Ireland, recently published, tells the story of Police Sergeant Sheridan, who committed a lot of atrocities, and by deliberate perjury got innocent Irishmen punished for them. This was admitted officially in Parliament, he says, and he adds that the scoundrel was allowed to get away to America. It is possible that not every outrage reported in Ireland is due to Shin Fane.

The Dublin bankers have just solved a little problem of professional ethics, by refusing to give Dublin Castle certain information it demanded. The authorities wanted to find out where all the Shin Fane money was, so as to collar it and cripple their propaganda. It would not be deposited, naturally, in the name of the Shin Fane organization; so they asked for particulars of deposits by individuals known to be or suspected of Shin Fane sympathies. But bankers are like doctors and priests and newspapermen; they must not disclose what has been confided to them. The relations of banker and depositor, as

of editor and informant, are based on a lawful and legally recognized confidence and secrecy. The depositor or informant would not deposit or inform were it not clearly understood that confidence once accepted can on no account be betrayed. The bankers do not approve Shin Fane, but they have "played the game" as they were bound to play it.

"Mazed" has written an essay in ten a, letter to the editor, which the Adversarian admitted so much that he begged and begged it for this column. Here it is: "Sir, After reading your comments on the adverse and unsatisfactory results of the findings of the late Salaries Commission, I was astounded to learn the following facts which I obtained from an irreproachable source. It is said that a deputation from the officers of the Education Department will shortly wait on the Director of Education to express to him on behalf of his subordinates their thanks and appreciation of all he has done for them in this matter of salaries. I understand the schoolmasters as a body are thoroughly satisfied with their new scale and prospects, and that they wish to give their Chief some token of their esteem and gratitude. Does this agree with your late effusions? It does not, and my only possible conclusion is that someone has been misinformed."

Gaiety and humour are good aids to life, and intellectual interests a sheet anchor; but in every life that is lived to self alone, or in the service of some clay-footed idol, there must come moments of disillusion and weariness. Flowers and music and books and games and conversation and congenial society fill-time but in time they empty the heart and it asks itself: Ad quid venisti? Then one-day she knows. The work of her lissous fingers is concerned with even daintier garments than before, and into the face of beauty creeps a newer loveliness, a softer beauty, a more tender charm. The moods of boredom give place to a brooding content coloured with a tremulous happiness, and the incipient frowning of a smile that utters her unfamiliar silences means daydreams of tiny clinging fingers, of those miraculous rosy flowers that come like crocuses to tell us of life's eternal Spring. Of men that irritate them, men speak kindly, even to suggesting that they are cumberers of the ground, which is a harsh saying. Not so will a woman ever speak, for surely the worst of men has at least in her mind's eye one valid excuse for existing, that he was once a tender darling of a babe, with virgin eyes, and hands like flowers. This for a friend of ours, to whom happiness is already on its way. Congratulations and good wishes.

Newspaper reporters are singularly fortunate men. They go out and rub shoulders with the public. They see in the flesh these wondrous folk who to the Adversarian sit in the centre of his web like a watchful arachnid are merely names and abstractions. They see the actual wheels of affairs revolving, while the spider-like Adversarian only hears their whirling and creaking. They see intellect in action and capacity being applied. They get their share of sunshine, likewise of refreshing rains. Yet they are also a singularly discontented set of fellows. A paragraph in this column sets the Club aroar, and faint echoes of the mirth reach the creature in yeb. He feels a devil of a fellow, and swells contentedly to think he has made so many people happy. Then in comes one of the reporters, fresh from an interview with the Fourth Deputy Subpanjandrum, and gloomily reports that that official is "very sore about the mirth-provoking josh. He was angry. He insulted the reporter. How? He said, sneeringly, that he supposed all was fair in reporting, and that personally he would not have cared to do it. Ho-ho, ho-ho, chorles the Adversarian to his colleague. Can't you see the humour of that? Get a thicker skin. Look for the fun in it. Here you have a man who is probably conceited, arrogant, puffed up with an exaggerated sense of his position, who offers disingenuous explanations of his attitude which you know to be pure pique and wounded vanity, who behaves generally in the usual departmental manner. Cannot you see the humour of the exquisite insolence with which such a man presumes to address to you a homily on a point of honour? If you cannot, you are missing a great deal of the best part of life, young man. Now you go right away and interview the Thirteenth Acting Panjandrum. I had a paragraph describing his quaint ideas of Bridge declarations, and because of that he will probably tell you that he has no authority to tell you the result of the last water analysis. He will very likely bite you. Maskee! Write an article describing his stance in biting. Give the

exact number and dimensions of his teeth. That's journalism. They don't know it yet, but we are teaching 'em. You, suffer in a good cause. Cheer up. Don't take them seriously. They do enough of that themselves. When they'll snarl, say Puss, Puss. Then they'll spit, and Hongkong, overworked and bored, will enjoy it. Don't say Tiger, or they'll believe it, and purr. Got that?

With a scared look the reporter backs out, and murmurs something to his colleague. We note that he tapped his forehead with his finger when he said it.

This has bearing on the reporter's adventures while collecting the news about the new scale of salaries for our public service men. He has instructions to narrate his adventures faithfully elsewhere in this paper. Take his account of them and not ours, which may be a bit coloured with imagination. But now listen. This salary business is of special and vital interest to the public, as well as to the public servants, matters to the public, that their servants should be properly paid—and willing workers. The newspaper, it seems necessary again to point out, is a public vehicle of information, the recognized and lawful medium between the executive and those who pay the piper. News, in a journalistic sense, is property. But it is not the property of the departmental heads to whom it is entrusted. Public representatives devoted time and study to these things. Their representations would go to the Home authorities. The decision of the Home authorities would come out to the executive, and pass thence to these understrappers. It is on its due course to the men it personally concerns, and to the public who are entitled to have it. The public authorizes and expects the newspaper to collect it for them. It seems that a Departmental Head, peeved at some humorous paragraph in a paper, should not only for that reason refuse to give it to the reporter, but presume to lecture the reporter and jeer and sneer at the lad? That's petty. That's wrong. No favour is being asked. A plain right is being demanded. That's all. Plainly. Various excuses have been offered for withholding or retarding this long awaited news, and they were all dunny. Some were mendacious. Some were silly. How long do they propose to carry on so childishly and pettishly. The sooner they come to their senses and drop it, the sooner we will give them peace and quiet, and try to forget them. Those who don't like that, tone of the China Mail needn't read it; but if they be public servants, they must not let their disapproval affect their discharge of their simple public duty. Our tone may be wrong, but our news must be right, and full, and prompt. Nor can we not may withhold it; it belongs to the public.

Just a word for our young and decent, earning an honest living, and in no way responsible for the divergences of these columns. They are obliged to wait on these Bunnies and Panjandrum in the ordinary course of their duty. They cannot help it. They are obeying orders. No gentleman, however annoyed by the comments in the papers these newgatherers work for, would dream of venting his annoyance on them, or treating air irresponsibly subordinate to discretion. We repeat, no gentleman would do that. Verily, those who are not gentlemen and who must find a vent for their displeasure, are cordially invited to call upon the responsible officers. On stating their business they will be promptly and efficiently attended to. We weigh nearly thirty stone, but we are not left lead is weak, but we are not best. The punch of our right, with a pen in it, is conceded by fancy to be some punch.

So now to sea again. CHEERIO, and the sweet ozone, the tug of the tiller (we're positive she carries too much fortard, or too little behind) and the music of moving water. Cheerio, Smile, you, smile. Done this Friday evening, with the best of ink and spirits, in order to be free to-morrow—Saturday—oh, well. You know how it is. Our studies will resume Monday.

HONGKONG TRADE.

The fortnightly price current and market report issued by the Hongkong General Chamber of Commerce reports a dull market for feathers, galanals and gallnuts. There is small business in cassia oil. There is no change of business in bristles.

Regarding cotton piece goods and fancy cotton goods the report states: With the exchange falling and a decline in market prices, sales of British goods are impossible. Apart from these facts, the market is dull, buyers are conspicuous by their absence. The Japanese financial crisis is responsible for the decline in prices. Japanese firms have reduced their prices as much as 50 per cent. in order to clear their cargo. It is rumoured that weaving firms are suspending work, in order to curtail production and prevent a further fall in prices. Manchester quotations in a few instances are easier, but on the whole the market remains firm. No serious decline is anticipated. The latest Cotton price 26.34 shows a slight rise.

Cotton—Yarn.—The depression in Japan continues and in consequence business here is limited to urgent requirements only. Rates show a decline of \$20 to \$35 per bale from the prices ruling early last month. Quotations are—No. 10s \$200/24000, No. 2s \$212/245, No. 16s \$260/290, No. 20s \$204/275/320.

A very quiet market with practically no business passing is reported in woolfells.

In raw cottons a small lot of Indian staple changed hands at \$38.00.

Quotations for Indian descriptions are \$37.40 and for Chinese grades \$40.40 per picul.

The metal market is lifeless with only small sales, while the sugar market is strong and excited owing to the demand from America.

SPECIAL CABLE.

MISSING STEAMER ARRIVES AT SINGAPORE.

[China Mail Special.]

SINGAPORE, May 14. The American schooner "Betsy Ross," from Africa, which was posted overdue, arrived in Singapore to-day.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 0 3/4.

Consignees are reminded that all goods ex S.S. "Venezuela," Pacific Mail Steamship Company, remaining undelivered after May 17 will be subject to rent.

Inspector Willis this morning charged a Chinese before Mr. N. L. Smith with the unlawful possession of two glass tumblers. The defendant said he bought them for fifteen cents. The Inspector said the case had had a new development since the charge was framed against the defendant, and he would like a remand in order to prefer another charge against him. The defendant was arrested by a Chinese detective who questioned his ownership of the tumblers, and as he could not give a satisfactory account as to how he came by them, the detective took him to the No. 7 Station. Here, when the defendant was searched, a number of paper relating to a Triad society and a \$100 National Bank of China note, were found on his person. The note bore no signature, and the bank alleged to have issued it, said the Inspector, had been out of existence ever since the revolution. He would like time in order to get expert evidence concerning the Triad society papers and the bank note. His Worship remanded the case until Tuesday afternoon.

"TENYO MARU" DUE SUNDAY.

The mammoth Toyo Kisen Kaisha liner "Tenyo Maru," 22,000 tons, driven by triple-screw turbines, is due in Hongkong to-morrow, Sunday, at daylight. She comes from San Francisco by way of Honolulu and Yokohama.

PENSIONS.

The Pension Minute of the "Regulations of Hongkong 1914" as amended by Government Notification No. 59 of February 11, 1916, is further amended by the addition of the following clause after clause No. 15—

15A.—It shall be lawful for the Governor in Council to award to the widow of an officer who has been killed in the discharge of his duty, or who dies as a direct result of injuries received while on duty or who dies of illness the contraction of which was specifically attributable to the nature of his duties, a pension not exceeding ten sixtieths of the deceased officer's salary or \$100 a year whichever sum is greater.

2.—Pensions granted under this clause shall cease on the re-marriage of the widow.

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MARINE COURT.

"HUNTSEND" CREW CONVICTED.

At the Marine Court late yesterday afternoon, the hearing was concluded of the case in which ten members of the British crew of the s.s. "Huntsend," were charged with having unlawfully broken into the baggage room of the ship at Singapore on May 6, and unlawfully failing to perform an act requisite to be done.

Mr. F. B. L. Bowley prosecuted, and Mr. T. Rowan appeared for the defence.

Chief Engineer Webster, having completed his evidence, as reported in yesterday's China Mail, A. Bens, the ship's cook, was called and said that on the day in question, the caterer came for the crew's dinner. After he had taken it away, Bryant came in and asked for more meat, and when witness refused him, he used "language not fit for a pig to hear." The man produced a knife and threatened to stab witness with it.

Mr. Rowan objected to this statement, as it did not form the subject of the charge against his client. Counsel intimated that he intended to plead drunkenness.

Lieut. H. E. Bateman of the 2nd Battalion of the 55th Coy. of the rifles, said he was military quartermaster on the "Huntsend." He went to the baggage-room of the ship on May 6 and found a large quantity of the baggage missing. He reported the matter to the O.C. troops and to the chief officer of the ship. The chief engineer afterwards showed him two necks of bottles which were afterwards identified by the Mess Secretary as belonging to the mess. Afterwards two liquor cases were found in a spare bunker and these, too, were identified as belonging to the mess. The boxes of three officers had been broken open. Witness's tin uniform case had been also broken open and a pair of field boots, a gold watch and a silver wrist watch and compass were missing. Only the boots were recovered.

Cross-examined by Mr. Rowan, witness said that on May 6 he did not see any of the defendants near the baggage-room.

Lieut. W. Ellis, of the same regiment, said he was Mess Secretary on the "Huntsend." On the day in question two necks of bottles were shown him and witness then went to the baggage-room and found that some of the boxes had been broken open. One of his own boxes had been opened and a quantity of things taken from it. Cross-examined by Mr. Rowan, witness said that all the things had not been recovered. He found some of the things in the helmet-room, which was the same room as the broken boxes were in.

Mr. Rowan, in opening the case for the defence, said that he was going to plead guilty only to the charges of drunkenness, and not to the other charges.

Bentley, one of the defendants, gave evidence to show that he could not have been concerned in the charges.

Cross-examined by Mr. Bowley, witness said that he was on duty on the 5th from 8 p.m. to 12 midnight. He missed duty the following morning.

Mr. Rowan, addressing Capt. Taylor, said that as regards the 7th defendant there was no evidence whatever that the man had stolen the goods. The Captain simply said "He was a rogue and I know him as a rogue." In regard to the evidence against the first and second he really could not see why those two, in particular, had been chosen when there were others, living in the same room who were not charged. It was true that the collars were found in Davison's room but he was drunk at the time and knew nothing about how they came there. It was the easiest thing possible for one man to rob the things and place it in another's room. If Davison had committed any offence at all he was not responsible as he was under the influence of drink. To convict the men it was necessary to prove that they had actually stolen the property, but there was no such evidence. There were over 1,000 persons on board and there was no reason why the defendants should be saddled with the blame. If the first and second defendants were guilty of possession of the collars, then the others in the same cabin were equally guilty. Nobody had seen them taking the goods; therefore there was no direct evidence of theft. The only evidence against all the defendants was that of drunkenness and neglect of duty which they admitted. The chief engineer had admitted that there were a number of bum-boats from which the men could get liquor and there was no evidence that the men broke the store-room for the liquor. Because they had happened to be drunk they were identified with the missing liquor. It was up to the prosecution to prove that the defendants were the persons who stole the liquor but there was no direct evidence offered on that point. He asked the Magistrate to eliminate those charges from his mind. The charges of drunkenness and neglect were proved and he pleaded for leniency.

Mr. Bowley said that he agreed that there was no direct evidence, but the circumstantial evidence was strong.

THE OLD POST OFFICE.

INFORMATION AS TO SALE.

The Gazette notifies that the Government intends to offer for sale by public auction on or about November 1 next, the Crown Land formerly occupied by the Post Office, Supreme Court and other Government Buildings. The area available for sale amounts to 36,500 feet and the Government is prepared to consider proposals from intending purchasers for sub-dividing the entire area into lots of moderate size. Subject to certain reservations as to the manner in which any building to be erected may be occupied the Government is prepared to sanction the erection of buildings not exceeding a height of 125 feet. The terms of the lease for any portion will be 75 years commencing from the date of the sale with the option of renewal for a similar term at a Crown rent fixed by the Surveyor. The Crown rent for the entire area for the first 75 years will be \$4,200 per annum, but if the area is sub-divided the rent will be apportioned in proportion to the areas, being calculated in each case to the nearest even dollar. The upset price is fixed at \$50 per square foot. The purchaser will not be given possession of the area occupied by Messrs. Watkins and Co. until three months after the date of sale.

The purchaser of any portion of the area will be required to erect buildings of a value equivalent to \$15 per square foot of such area and will be required to complete such buildings, fit for occupation, before the expiration of 24 calendar months from the day of sale.

The design of the elevations of any building to be erected on the whole or any portion of the area will be subject to the special approval of the Director of Public Works, who, in the event of the area being subdivided into several lots, shall have power to regulate the height of storeys and may require the main features of any building to harmonize with those of the adjoining buildings.

Subject to the submission of satisfactory designs, the Government is prepared to sanction the construction of verandahs over the public footpath in Pedder Street, extending the full height of the building and over the public footpath in Queen's Road, extending for a height of three storeys only. In the case of such verandahs, there must be a clear space of at least 9 feet between the face of the external wall of the building and the inside face of any portion of the piazza or columns upon which such verandahs are supported.

ORGAN RECITAL.

The following is the programme of the organ recital to be given at 6 p.m. on Monday next in St. John's Cathedral by Mr. Denman Fuller.

1—Prelude Rheinberger.
2—Pavane B. Johnson.
3—Elegiac Romance J. Ireland.
4—Meditation E. d'Ervy.

HYMN 477.

5—Sketch Tschakowsky.
6—Toccata Widor.

The men were found drunk, the liquor had disappeared and the broken bottles and whisky cases were found in the stockhold. Of the one thousand on board, only eleven men were found drunk. There was an irresistible inference that the wine must have disappeared down the throats of the defendant. Serious results might have ensued, as the ship was leaving Singapore and had to pass through dangerous shoals. The total value of damaged cargo amounted to £113 17s. He submitted, with regard to the degree of guilt, that Davison, Hamlyn and Bryant were more to blame than the rest. He hoped the Magistrate would order payment for the damaged goods out of the men's wages. He hoped that the three men mentioned would be dealt with severely and, as regards the others, the Captain did not wish to press the charge and would "take them back on the ship."

Captain Taylor said that he could not see how these three men were any more to blame than the others. He was of opinion that all were equally guilty. He thought there was no doubt whatever that the damage was done by some of the engineering staff, as the only possible approach to the baggage-room was through the engine-room, and the empty bottles were found in the coal bunker. It was a peculiar coincidence that the people belonging to the engine-room were the only persons drunk, and it was reasonable to suppose that whoever took the clothes out of the store-room took the wine. These were given to others who thereby became accessories, whether or not they took it themselves. He convicted all defendants and ordered that a sum, equivalent to £113 17s. be paid to the master out of the wages of the men (which amounted to £164 19s. 6d.), the contribution of each to be according to the amount of salary he received. Defendants were sentenced to six weeks' hard labour each, the expense, in jail, to be paid out of their wages. The ship was responsible for the repatriation of the men.

SNEERS AND FACTS.

A BRUSH WITH THE TREASURER.

In consequence of a cheap sneer at the Press by the Colonial Treasurer it is necessary to add yet another chapter to the strange tale of "Ways That Are Darkly Official," which otherwise would have been relegated to merciful oblivion.

Yesterday morning a visit to the Treasury Office gained the information that up to that time no further particulars had been received of the new salaries. In the afternoon when the Pressmen arrived at the Treasury Office on the same errand they were requested to see the Colonial Treasurer in person.

No sooner was the object of their visit made known than the Colonial Treasurer said that there was no further information after what had appeared the previous evening. He did not know who was responsible for what appeared in the previous afternoon's *China Mail* but he did not think that it was playing the game.

Somewhat surprised at this attitude, the unabashed delinquent frankly admitted his responsibility for the offending article.

Then, continued the Colonial Treasurer, he could only say that he did not think it was a fair thing to ask him for information without first telling him that it had been refused by someone else.

But, protested the Pressman, if the Colonial Treasurer could freely give the information to the Press, as he did on the occasion in question, was that not in itself sufficient justification for its publication?

"Still," persisted the Colonial Treasurer, *it is not a thing that I would care to do.*

"The position was this," replied the reporter. "The head of the department in question when approached on Wednesday morning for a copy of the new scale for his department at first declared that he had not seen it himself yet, and then, having received full authority (per medium of the telephone) from the Colonial Secretary, who apparently had no objection to its publication, next said that he did not want the announcement made in the Press until he himself, as head of the department, had announced it to the men affected. When it was pointed out to this departmental head that the information might be obtained through another source, perhaps by a rival newspaper—a possibility he could not deny—he clearly stated in the presence of two reporters that he did not mind the publication of the new scale as long as it did not come from him personally as head of his department. The Press was therefore at liberty to get the information from another source, and the mere fact that the Colonial Treasurer made it available showed that there was no real objection to its publication."

"I cannot see with you on that point," retorted the Colonial Treasurer, "but I suppose that all's fair in reporting."

"In future," added the Colonial Treasurer, closing the interview, "I have no information on the subject. Particulars must be obtained from the heads of the departments concerned."

The Colonial Treasurer does not hesitate to cast an unwarranted aspersions on the Press. He claims that it was not playing the game to ask him for information without telling him that it had already been refused by someone else. He quite overlooks the facts. The reporters had been assured that there was no objection to the publication of the information as long as it did not come from the head of the department concerned, who, it would seem, was actuated, not by departmental, but by personal reasons. Never for a moment dreaming that they were doing something that the Colonial Treasurer would not care to do, they naturally accepted the information when it was forthcoming in a spontaneous manner that did not conflict with the abstract desire of the departmental head to give the information to his men himself before giving it to the Press. Had there been at the time a valid reason why the information should not be given by his department it is reasonable to presume that the Colonial Treasurer would have remained silent. Seemingly, then, there was no valid reason at the time why the information should not be published, and if in the light of our article on ways official, the Colonial Treasurer has cause for annoyance, then his reason must be personal, not departmental.

In a personal matter, unquestionably he is entitled to his personal view, and we to ours, but because he cannot see eye to eye with us on "that" or any other point, he is certainly not justified in making the uncalculated insinuation implied by the words "All's fair in reporting," as uttered in the circumstances.

No, the Colonial Treasurer cannot seriously plead that he was treated unfairly when he was not informed that the information had already been refused. Had he been informed of the refusal of his colleague to give the information to the press on a merely academical ground, giving them liberty to get it from another source, would he have refused also? On departmental grounds, no. Otherwise in the first place he would never have given the full statement that he did to the Press. It matters not the

least to him, then, that he had no knowledge of the previous refusal, for it is not to be thought for a moment that he would have allowed personal feelings to prevent him giving to the Press information, that (as proved by the fact that he did give it) there was at the time no departmental reason for not publishing. No, the Colonial Treasurer's grievance is imaginary (departmentally at least), and cannot conceivably justify his amazing attack on the Press and its methods.

Finally if the Colonial Treasurer of the Colony can afford a cheap sneer at the Press, then what is to be said, it might be asked in justice, of a departmental head who first declares in the presence of two reporters—and reporters do not make mistakes in these matters—that he has not yet seen a document, possession of which he tacitly admits a few minutes later when he telephones the Colonial Secretary for authority to give its contents to the Press, and openly admits in another few minutes when he actually offers to allow them to copy it on condition that they do not publish it until the following day!

Though of no great moment, it might be mentioned why this offer was refused. As already stated, the head had asserted that his point was not the actual publication of the new salaries but the fact that the information would come from him before he had given it to his men, and because hopes were entertained of securing that information from another source.

Had the information been accepted under that condition—a condition, incidentally, that would penalise only those newspapers which accepted the offer—publication would obviously have been out of the question even had the particulars been obtained from another source.

In consequence of these stirring incidents, the luckless searcher for news was faced with the following dilemma:

As a result of the refusal of the Colonial Treasurer to allow the Press the privilege of copying the duplicates of the scales sent to his office as the originals were sent to the different departments, application must now be made to the individual departmental heads—a less simple and more troublesome arrangement to official and reporter alike. But it has already been shown, in one poignant instance at least, that a head had made available (only after much unnecessary delay inspired by an apparently purely personal, and in the circumstances, quite fatuous objection) a brief portion of a statement that the Colonial Treasurer had seen no departmental reason for withholding from the Press in the smallest part.

Accordingly, it was to ascertain the position of the Press that a representative of the *China Mail* this morning visited the Colonial Secretary from whose office the new scales are issued to the departments concerned and in duplicate to the Treasury Office.

Pressmen are invariably received with the greatest courtesy and consideration by the Colonial Secretary, and this morning was no exception to the happy rule. Mr. Fletcher stated that there had been a misunderstanding. It was quite optional for heads of departments to give to the Press just so much information regarding the new salaries as they deemed advisable at the moment. It was not always possible to publish all the details owing to various factors still unsettled which required the consideration of the head of a department. Recommendations might also be made by departmental heads and in no circumstances were the private minutes of the Colonial Secretary to be made available for publication.

It was explained to the Colonial Secretary that the reporters had, in the circumstances already related, approached the Colonial Treasurer in good faith, had received a copy of the scale, and ignorant that it contained private minutes of the Colonial Secretary which were not to be published, had copied it in full with a clear conscience.

The Colonial Secretary, regretting with the Pressmen, that a misunderstanding had arisen, said that in future it could be ascertained at the Secretariat each day what scales were to be issued and then application for particulars could be made direct to the individual heads of departments concerned.

And so the matter ends. Had it not been for the weird objection of a certain departmental head in declining in the first place to give even such information as he might at the moment deem advisable without so much unnecessary evasion and delay, and had it not been for the action of the Colonial Treasurer in giving to the Press information that was not intended for publication, and then covering his subsequent annoyance with a gratuitous insult to the Press, the matter would never have arisen. In a sorry tale in which so much that is unpleasant has had to be said it is refreshing to be able to conclude with a tribute to the courtesy of the Colonial Secretary who at all times personally gave to the Pressmen the fullest assistance that he felt he could afford in the circumstances.

To-day's health return consists of a fatal case of plague and a case of enteric fever, both Chinese.

CREW OF THE "HUNT-SEND" RELEASED.

George Davison, George Hamley, William Barr, Samuel Clee, Carriack Nolan, Joseph Devaux, Benjamin Bryant, James Bennett, Cornelius Barrett, and John Fitzpatrick, members of the crew of the s.s. "Hunt-send," who appeared at the Marine Court yesterday morning, on remand, before Captain Basil Tylour, charged with damaging the store and cargo of the ship in Singapore Harbour, and by reason of drunkenness omitting to do a lawful act required to be done by them on May 6, and who were found guilty and sentenced to be imprisoned at hard labour for six weeks, jail charges to be deducted from their wages, have, it is rumoured, been released from jail this morning, on order of the Magistrate, as their services are needed to work the ship.

SEVEN DOLLARS.

Before the Marine Magistrate, Captain Basil Tylour, R.N., to-day, were baled Lo Tai Ngan, and Wong Chiu, boatmen, and Leung Kam and Leung Kee Kam, boatwomen, charged with unlawfully disobeying the lawful orders of the Harbour Master by moving their cargo boat outside the five other cargo boats alongside the s.s. "Tara Maru," in Victoria Harbour on the 14th instant, Lance Sergeant H. E. Langley made the complaint.

After evidence on both sides was heard, his Worship found all four of the defendants guilty and sentenced them to pay a fine of \$7 each.

TO-DAY'S ADVERTISEMENTS.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

DURING the temporary absence of Mr. J. H. WALLACE from the Colony, Mr. P. A. CON is appointed Acting General Agent for Hongkong, China, Philippines, Straits Settlements, Java and India, effective 17th May, 1920. W. T. PAYNE, Manager for China & Japan. Hongkong, May 15, 1920.

WANTED.

WANTED—FIRST GRADE SCHOOLMASTER, maximum attained, would like to head of an opening in the Colony, with prospects of a living wage after 20 years' service. Excellent qualifications and experience in his own profession. Apply Box No. 1194, c/o "CHINA MAIL."

WANTED.

WANTED—SECOND GRADE SCHOOLMASTER, no prospects, desires to be adopted. Only bona fide offers considered. Apply Box No. 1195, c/o "CHINA MAIL."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), ON

FRIDAY,

May 21, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

Sundry Household Furniture, etc., etc., (Removed to Sales Rooms for Convenience of Sale), comprising—

Pair Teak White Enamelled Twin Beds and Hair Mattresses, Chesterfield Sofa, Valer Pile Carpet, Small Gramophone and 70 Records.

Also 6 Cases Devonshire Cyder (only just arrived), and

A large quantity of Boundary Netting for TENNIS COURT.

Terms:—Cash. HUGHES & HUGHES, Auctioneers.

Hongkong, May 15, 1920.

HONGKONG TO KEELUNG.

The s.s. "Kaiko Maru," 2015 gross tons, 13 knots, of the Osaka Shosen Kaisha, leaves for Keelung (Formosa) via Swatow and Amoy on Sunday the 16th instant. She berths at the O.S.K. pier near the Harbour Office. There are three steamers on this run, giving a service of six sailings per month.

In addition to the "Kaiko Maru," there is the "Amakusa Maru," 2,356 tons, 14 knots, and a smaller vessel, the "Joshiu Maru," 1,156 tons, 12 knots.

The passenger accommodation in all these ships is said to be excellent, and they are provided with the latest improvements to make the voyage safe and pleasant.

The Japanese name for Formosa—The Land of the Morning Calm—is Taiwan.

"DUNERA" LEAVES TO-DAY.

The s.s. Dunera P. & O. Steamship Lines, is due to leave this port for Singapore, Colombo and Bombay at 4 p.m. to-day.

Amongst first class passengers are:—Miss Hudson, Miss R. Langdon, Miss N. Langdon, and Mr. Langdon, Mr. and Mrs. Havlicek and Mr. Sedlitzky, Mr. Keshubhai and native servant, Mr. Briljal and native servant, R. K. Hall and infant, Mr. and Mrs. Sahb, Mr. G. L. Bryant and Mrs. Zalovsky, Mr. W. Standley, Mr. and Mrs. Na Tjive Kim, child and amah and Mr. J. V. C. Davis.

DEFENCE CORPS ELECTIONS.

The ballot for officers and N.C.O.s of the Reserve Company, H.K.V.D.C., took place at headquarters last evening resulting as follows:—Lieutenant G. M. Dodwell, Sergeant A. M. Thornhill, Corporals F. A. Wells and F. L. Cooke, Lance Corporals J. A. Lyon, J. H. Oxberry, J. Macdonald.

CIVIL SERVANTS' SALARIES.

THE COLONIAL SECRETARIAT.

The following new rates for the Colonial Secretariat are issued. Chief Clerk, \$600 to \$800 by \$20 annually. First Clerk, \$400 to \$600 by \$20 annually.

GOVERNMENT GAZETTE.

The Hon. Mr. J. H. Kemp, K.C., C.B.E., has been appointed Director of the Widows' and Orphans' Pensions during the absence of Mr. S. B. C. Ross.

W. R. Fatlow has been granted a licence to trade under the non-Ferrous Metal Industry Ordinance 1919.

A corrected copy of the Dental Register is published, as well as the financial returns for 1919. The Colony's assets on December 31 last were \$9,165,142.54 and the liabilities \$4,874,954.64.

TO-DAYS NEW ADVERTISEMENTS.

STOP! LOOK!! LISTEN!!!

"OUT OF THE FOG"

IS BOTH

NAZIMOVA'S

GREATEST TRIUMPH AS A STAR

AND

CAPELLANI'S BIGGEST SUCCESS AS A DIRECTOR.

IT IS SHOWING TO-NIGHT AT THE CORONET.



MILKMAID STERILIZED NATURAL MILK (COLORED LABEL)

POURS

OUT OF THE TIN.

PACKED BY NESTLES

IN TWO SIZES

1 PINT. 1 PINT.

OBTAINABLE EVERYWHERE.

HONGKONG THEATRE.

FOR FOUR NIGHTS ONLY.

Commencing TO-NIGHT, at 9.15 Sharp.

The World's Famous Comedy Star

GEORGE BEBAN

in a Powerful, Appealing Story in 6 parts.

"HEARTS OF MEN"

Prices as usual.

Book your seats in advance.

NOTICES.

"JUST TO HAND"

REGULATION BASKET BALLS

REGULATION VOLLEY BALLS

REGULATION BASE BALLS

FOR OUTDOOR AND INDOOR USE

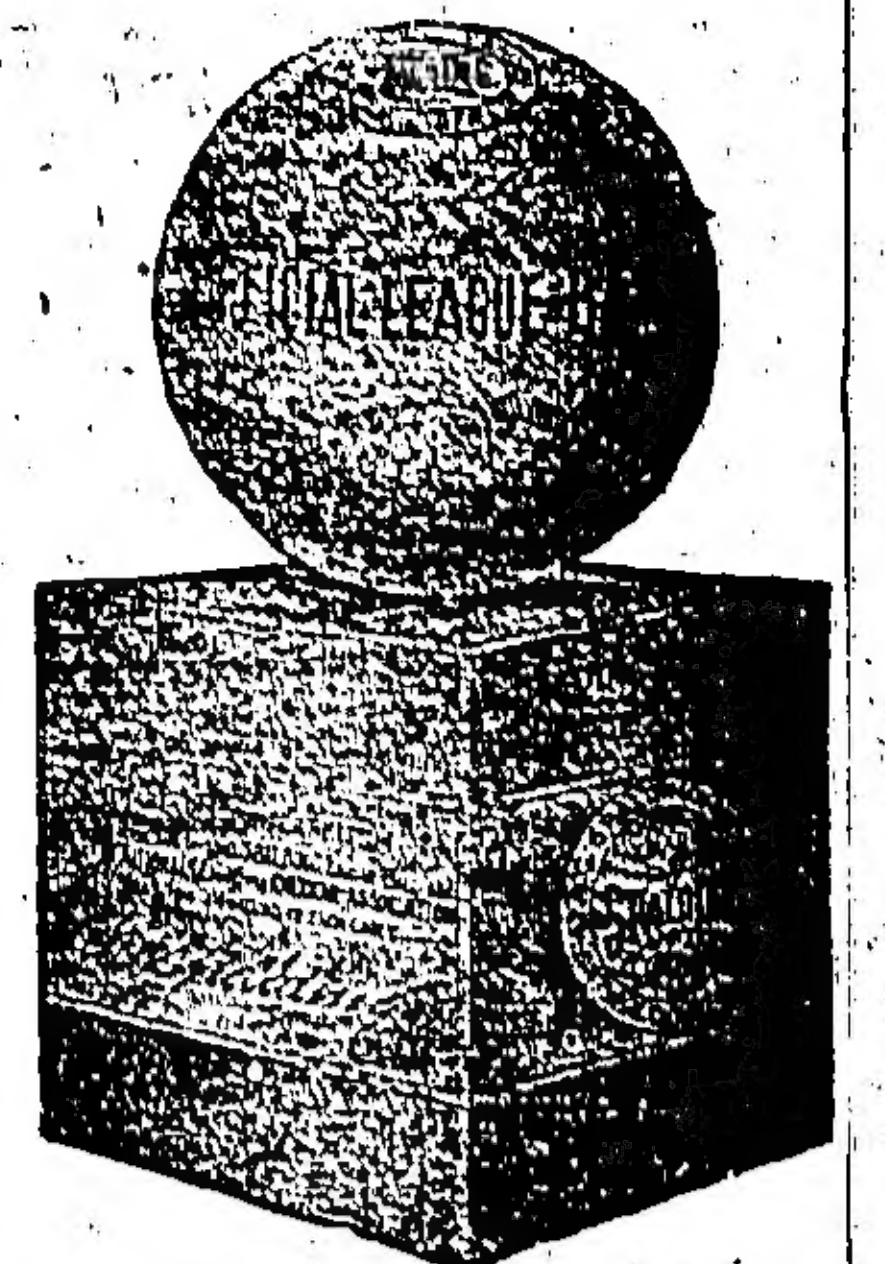
PUNCH BALLS ETC.

SPECIAL TERMS

TO

CLUBS, COLLEGES and THE SERVICES.

LANE, CRAWFORD & CO.



COLUMBIA

NEW RECORDS RECEIVED.

- | | | |
|--------|---------------------------|---------------------------|
| A 1516 | Cohen on the Phone | Comic |
| | "Happy" Tho Married | |
| A 2251 | Simplicity | Whistling Solo |
| | L'ardina Valse | |
| A 2494 | The Boy & the Birds | Descriptive Princes Baird |
| | In the Valley of Sunshine | Tenor Solo Henry Burr |
| A 2885 | Peggy | " C. Harrison |
| | Say it with Flowers | |

THE ANDERSON MUSIC CO., LTD.

16, DES VEAUX ROAD. TEL. 1339.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Vaux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE, Phone 2499.

Hongkong, April 3rd, 1920.

FANCY

BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No 1877.

TANSAN

received the highest award

"A GOLD MEDAL"

from a committee of critical judges at the Anglo-Japanese Exhibition which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. OLIFFORD-WILKINSON.

Unvalued as a drink. Mixes well with Wines, Spirits of Milk.

Tansan raises the spirits and excites a genuine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey.

Would have waived the flagon of wine away

And consoled himself as any man can

With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS—

GANDE, PRIOR & COMPANY, Ltd.

Tel. No. 135.

6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 8 a.m. and 6 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tait, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transshipment at CAIRO.

In conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS. COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 115).

O. S. K.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.
HAYRE MARU (Call Marseilles).....Wednesday, 30th June.

BUENOS AIRES

Rio de Janeiro, Santos, Montevideo, Durban and Cape Town via Singapore.

PANAMA MARU

Friday, 28th May.

BOMBAY & COLOMBO

Regular fortnightly service via S'pore.

SAIGON, BANGKOK & SINGAPORE

Sunday, 14th May.

SYDNEY & MELBOURNE

Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER SEATTLE & TACOMA

Regular fortnightly service (calling at immediate ports in Japan and taking cargo to inland points) in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU

Wednesday, 26th May.

NEW YORK

Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARU

Monday, 24th May.

JAPAN PORTS

MADRAS MARU (Call Kobe & Yokohama).....Wednesday, 26th May.

KEELUNG via SWATOW & AMOY

These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAJO MARU

Sunday, 16th May.

TAKAO via SWATOW and AMOY.

Thursday, 20th May.

SHISEN MARU

Monday, 14th June.

For calling dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH PING"

Sailing on or about June 1st.

"VICTORIA"

Sailing on or about June 1st.

(*Calling at Port Darwin.)

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

113 Connaught Road Central.

Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TIENTSIN	SHANGHAI	May 15, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 16, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 17, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 18, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 19, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 20, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 21, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 22, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 23, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 24, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 25, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 26, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 27, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 28, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 29, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 30, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 31, at 4 p.m.

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE" About May 18th.

"CROSSKEYS" About June 10th.

"TO MONT" About June 22nd.

"WHEATLAND MONTANA" About July 12th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE" About June 15th.

"WABAN" About June 23rd.

"ABERCOSS" About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama

S.S. "DRYDEN" Sails about May 28th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Telephones 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT

S.S. VINITA May 25 S.S. VINITA May 27

S.S. WEST BIXON June 10 S.S. WEST BIXON June 12

S.S. WEST MONTOP July 10 S.S. WEST MONTOP July 12

Through Bills of Lading to all U.S. and Canadian Overland Points; no transshipment en route.

Shipside connection with the Atlantic, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG Office—Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 1083.

OSAKA KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong

TENYO MARU 25,000 27th May

SHIBUKI MARU 20,000 13th June

SHINYO MARU 22,000 17th June

KOROKI MARU 20,000 5th July

KOROKI MARU 20,000 14th July

* From Kobe * Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALIFORNIA, ARIPOA and LIMA.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong

KIYO MARU 17,200 July 12th

KIYO MARU 17,200 Sept. 8th

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight service to CUBA and NEW ORLEANS via San Francisco, Balboa and the Panama Canal.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER, Kings' Building.

Telephone 2374 and 23

SHIPPING

C. P. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

From

STEAMERS HONGKONG VANCOUVER

Empress of Japan May 28 June 16

Empress of Asia June 3 June 21

Monteagle June 8 July 2

Empress of Japan July 1 July 19

Empress of Asia July 20 Aug. 10

Monteagle July 29 Aug. 16

Empress of Russia Aug. 12 Sept. 5

Empress of Japan Aug. 26 Sept. 13

Empress of Asia Sept. 14 Oct. 5

Empress of Russia Oct. 21 Oct. 11

Monteagle Oct. 28 Nov. 12

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 8

Empress of Russia Dec. 16 Jan. 3

Passage Rates Hongkong to United Kingdom.

Empress of Japan Gold 5,000 Tons Reg. Gold

Empress of Asia Gold 5,000 Tons Reg. Gold

Monteagle Gold 5,000 Tons Reg. Gold

Empress of Russia Gold 5,000 Tons Reg. Gold

Rates & sailings subject to change without notice.

For Rates and other information please apply to

HONGKONG OFFICE.

Telephone 722. Cable address: GACANAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,300 tons)

SAILINGS FROM HONGKONG

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. June 18th 1920. May 23rd 1920.

AN UNEXCEPTED HIGH CLASS

PASSENGER SERVICE

O. H. RITTER, Tel. Passenger Dept. 1874.

Prince's Buildings, Lee House Street. Tel. Freight Dept. & agent. 2181.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

RAIHONG Capt. W. C. Passmore TUESDAY, 18th May, at 3 p.m.

HAICHONG Capt. A. H. Stewart FRIDAY, 21st May, at 2 p.m.

HAILONG Capt. J. S. Thomson TUESDAY, 25th May, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIR & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to PEKING, SHANGHAI, TIENTSIN, HANKOW, HAIKOW, SINGAPORE, BANGKOK, CANTON, SWATOW, AMOY, FOCHOW, SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

CAPE TOWN direct or with transshipment at CAIRO and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED,

For STEAMERS HALLA

Subject to change without notice.

THE BANK LINE, LTD.

Or to REISS & Co., Canton. General Agents.

NEW YORK DIRECT.

"BLUE FUNNEL" LINE

(OCEAN S. S. CO., LD. & CHINA MUTUAL S. S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S. S. CO., LD.)

SAILINGS FROM HONGKONG

"EURYMACHER" via Panama 28th May

"HOWICK HALL" via Suez 27th May

"DEUCALION" via Suez 6th July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

HONGKONG & CANTON REISS & Co.

THE HOUSING PROBLEM.

Bad as the housing problem was at home, in Shanghai and elsewhere before the War, it is very much worse to-day; so bad, indeed, that something drastic must be done by the powers that be to cope with the lack of houses and also to put a stop to the rascally rapacity of certain profiteering landlords who still persist in their predatory habits of fleecing right and left and all the time. The matter has gone much too far, and steps must be taken to ensure fair treatment for those who rent houses, for they are, as ever, by far the most numerous and by no means the least important members of the population. Now-a-days, it seems impossible to get a house at a fair rental and to get one a reasonable or even on any kind of lease seems like "crying for the moon." Such a state of affairs should not be allowed to continue and there is no need why it should continue. During the long period of the War there was apparently some justification for increased rents. There was practically little building being done, material was at a higher price, freights were higher, and there was a general uncertainty about everything that caused one to be reconciled to rentals of houses and other things that belonged to an abnormal period. With the passing of such a time, it was of course expected that there would be a recurrence of a normal state of affairs. But what do we find? We find that nothing of the sort has happened. We find, instead, that rentals are increasing; are out of all proportion to value received or security of tenure offered. Is this what ought to be or what was very properly expected? By no means. And the sooner it is put a stop to in Shanghai and elsewhere the better will it be for all concerned—the rapacious landlords included. To-day salary earners are paying, on an average one-third of their earnings for house rent, whereas they should not be called upon to pay any more than one-tenth. Either salaries must be increased or rents lowered—and very much lowered. This is a matter which should be attended to by the Municipal Council here as elsewhere. It should have been attended to long ago. It has now become an intolerable hardship, and one that cannot be and ought not to be borne much longer. This housing problem, it would be noted in one of Reuter's telegrams published in our recent issue, is seriously engaging the attention of the authorities at home. Why not here? Mr. Bonar Law says that "if the nation does not make every effort to improve conditions, it will be faced with a spirit of sullenness and even of anger which will be fatal to trade, industry and credit." The landlords have as much, if not more to do with this matter of improvement, as any other section of the community, and it is "up to" them to see that they do "their bit." In England 180,000 housing proposals, we read, have been finally approved. More than 100,000 tenders have been approved, and 30,000 houses are in the course of construction. What has been done or what is likely to be done in this respect in Shanghai? The residents have had more than enough of the selfish rapacity of landlords,

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	15th May	Singapore, Colombo & Bombay.
"DELTA"	8,000	5th June	Marseilles, London & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"MUTTRA"	4,700	18th May	Straits, Rangoon and Calcutta.
"TAKADA"	7,000	26th May	

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	25th May	Sydney via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	17th May	Shanghai, Kobe & Y'ham.
"DELTA"	4,000	17th May	Shanghai.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Calls at Antwerp.
*Tickets Interchangeable.
1st Saloon Passengers may travel by P.O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.,

26, Des Vaux Road Central HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) ... Saturday, 22nd May, at 11 a.m.
FUSHIMI MARU ... Tuesday, 18th June, at 11 a.m.
TAJIMA MARU (Calling Manila) ... Wednesday, 24th June, at 11 a.m.
KATORI MARU (Calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

MITSUBISHI MARU ... Saturday, 22nd May, at Noon.
SADO MARU ... Friday, 28th May, at Noon.
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU ... Friday, 28th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Sunday, 23rd May.

BOMBAY MARU ... Friday, 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Sunday, 10th May.

SAKUKI MARU ... Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.

NIKKO MARU ... Friday, 26th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU ... Thursday, 20th May, at 11 a.m.

TSUSHIMA MARU ... Sunday, 13rd May.

KAMU MARU ... Thursday, 3rd June, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 282 & 283.

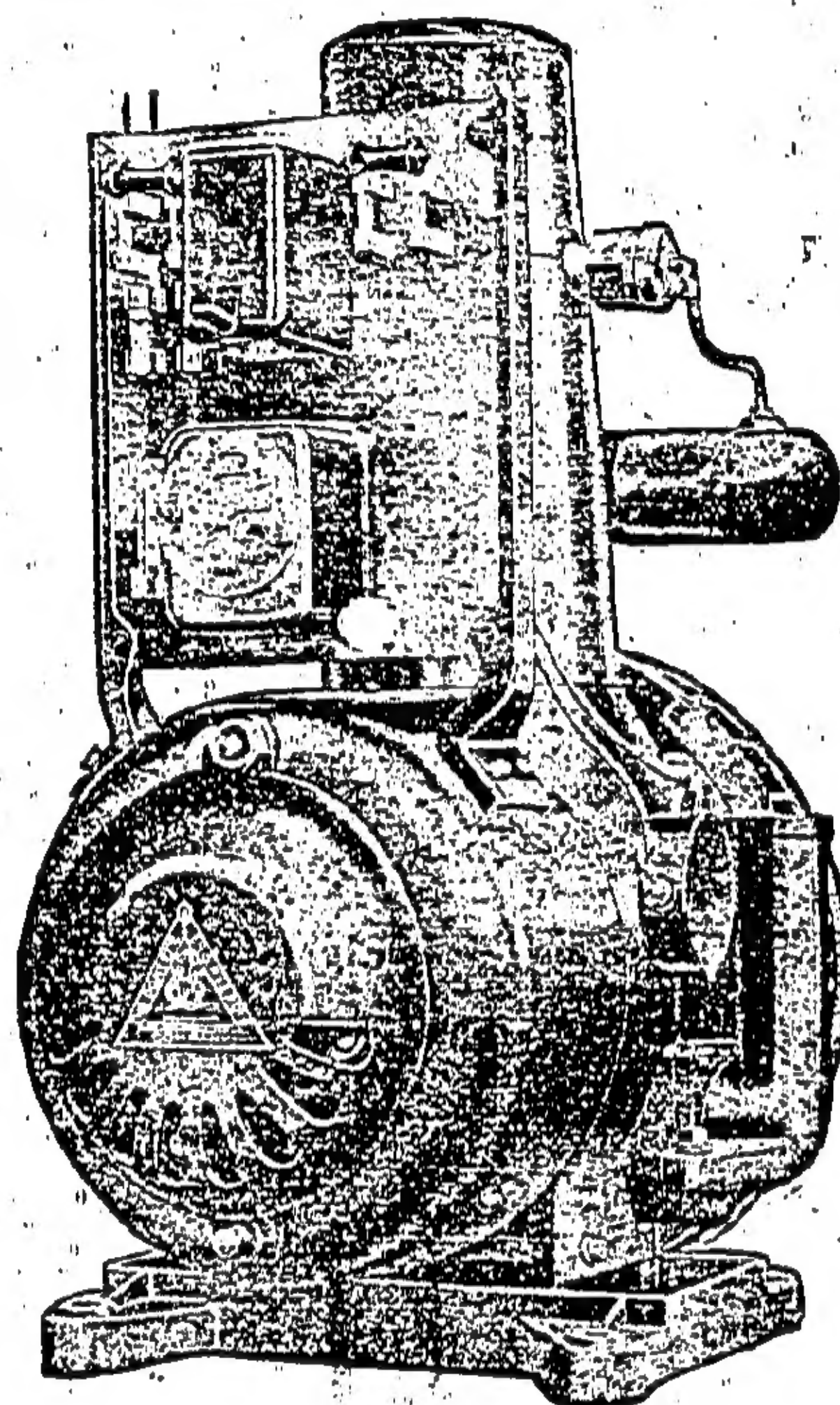
VESSELS ADVERTISED AS LOADING

ORIGIN.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Teoyo Maru	Teoyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Shibata Maru	Teoyo Kisen Kaisha	On 19th June.
San Francisco via Shanghai, Japan &c.	Yamashiro	Pacific Mail S.S. Co.	On 18th May.
San Francisco via Shanghai, Japan &c.	Enosador	Pacific Mail S.S. Co.	On 18th June.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 19th June.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 22nd May.
Seattle, Tacoma, Victoria & Vancouver.	Edmore	China Mail S.S. Co., Ltd.	On 22nd May.
Victoria, B.C., & Seattle via S'hai, &c.	Mitsui Maru	China Shosen Kaisha	On 22nd May.
Yamaguchi via Shanghai, Japan &c.	Kashima Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Yamaguchi via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ed.	On 22nd May.
Shanghai, Kobe & Yokohama	Anaba Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Australian Ports via Japan	Aki Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Australian Ports via Japan	Syio Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
New York via Panama and Havanna	Lucerne	Butterfield & Swire	On 22nd May, at 11 a.m.
Portland	Montague	The Admiral Line	About 16th June.
New York via Panama	Bolton Castle	Doddwell & Co., Ltd.	End of May.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Shanghai, Moji, Kobe & Yokohama	Shantung	Butterfield & Swire	On 17th May.
Amoy, Shanghai, Peking	Tenn	Butterfield & Swire	On 18th May, at 2 p.m.
Shanghai and Ningbo	Tatsuno Maru	Nippon Yusen Kaisha	On 18th May, at 4 p.m.
Calcutta via Straits & Rangoon	Yao Waserwick	Java-China-Japan Lijn	On 18th June.
Singapore, Penang & Belawan-Deli	Kaijo Maru	Osaka Shosen Kaisha	On 18th May.
Keelung via Swatow and Amoy	Utsunomaru	Osaka Shosen Kaisha	On 1st June.
Saigon, Bangkok & Singapore	Haiphong	Douglas Lapaik & Co.	On 13th May 2 p.m.
Swatow, Amoy, Hongkong	West Rimrod	Struthers and Dixon, Inc.	On 22nd May.
San Francisco Direct	Siam Maru	Osaka Shosen Kaisha	On 22nd May.
Bombay & Colombo	Havre Maru	Osaka Shosen Kaisha	On 22nd May, at Noon.
London and Antwerp	Mishima Maru	Nippon Yusen Kaisha	On 22nd May.
London via S'pore, Pang & C'bo &c.	Formosa Maru	P. & O. S. S. & A. L.	On 22nd May.
Mauritius, London & Antwerp	Delta	P. & O. S. S. & A. L.	On 22nd May.
Takao via Swatow and Amoy	Shosha Maru	Osaka Shosen Kaisha	On 22nd May.

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before departure from Hongkong.
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S.S. "COLOMBIA" ... WEDNESDAY, July 14th.

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The following U. S. Shipping Board vessels
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This Vessel offers excellent Cabin-accommodation for Saloon-passengers.
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Further sailings to be announced later.

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INDIAN LABOUR.

MALAYA AND HER COMPETITORS.

The *Financ Gazette* observes—Neither Malaya nor Ceylon can claim to offer to coolies the only prospects worth looking at; and new factors have rather counterbalanced the advantage that both these countries, especially Ceylon, have enjoyed from the geographical situation, so near to India. The stream of immigration is thinning, as it is bound to do under present conditions here, in view of Indian competition, and the rise in wages there. If the coolie is as well off in India as in Malaya, he cannot be expected to show the former alacrity in leaving, even acknowledging that everything possible is done here to house him properly, preserve him in bodily health, etc. If the price of rubber were to fall appreciably, a big increase in production costs could not be regarded without qualms by a number of estates in the Peninsula, but, generally, the present price leaves a useful margin of profit, and as there is no reason to anticipate that further concessions to the labourer, which may be decided upon, will be such as to reduce profits to a point that closely infringes on the prosperity mark of the various Companies, the industry should be able to stand them. Everything indeed points to rubber fetching a satisfactory figure and maintaining it for some time.

WALLS OF JERUSALEM.

EX-KAISER'S FAMOUS ENTRANCE.

Mr. E. W. G. Masterman delivered a lecture on The Walls of Jerusalem at various periods before the Victoria Institute at the Central Hall, Westminster, recently, and expressed the opinion that the original city was situated south of the Temple Hill, outside the present wall of the city. The original wall built partly by David and then by Solomon and later kings, ran from the Temple enclosure along the western branch of the Tyropean Valley to the corner gate where now is the Jaffa gate, and then south and so finally enclosing the ancient City to the Temple. Then there were a second and later a third wall. If the theory were correct that the second wall ran from the centre of the western branch of the Tyropean Valley north-eastwards so as to enclose a part of the eastern valley, then the Church of the Holy Sepulchre would be outside the wall. The third wall was built hurriedly in 70 A.D., and was destroyed in the capture of Jerusalem. This was probably on the lines of the present north wall of the city. Later came Hadrian's wall on the south side. This did not enclose the site of the original city, but was where the present south wall runs. Speaking of the Jaffa gate, Mr. Masterman said the widespread belief that the wall was breached there for the ex-Kaiser to enter the Holy City was untrue. What really happened was that a portion of the moat was filled in to make a carriage way into Jerusalem.

TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When this fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

HOMERIDGE MAY 16TH 1920.
SUNDAY AFTER ASCENSION.

Holy Communion at 7.30 a.m.
Children's Service at 10 a.m.
Morning Prayer at 11 a.m.
Responses, Psalms, Venite: Esmont, Paulus, 63 (Stainer), 66 (Laves); Te Deum, Oakeley in F.; Jubilate, Oakeley in G.; Anthem, "Why seek ye," Hopkins; Hymns, 147.
Holy Communion at 12 noon.
Evangelists at 3 p.m.
Responses, Psalms, 148 (Basil), 149 (Tallis), 150 (Humphreys); Magnificat, Havergal; Nunc Dimittis, Wesley; Hymns, 147, 144, 304.

St. Andrew's Church, Kowloon.

16TH MAY 1920.—6TH SUNDAY
AFTER EASTER.

Choir Service.
Holy Communion.
Morning Prayer at 11 a.m.
Hymns, 342—Tune 221—A. & M. Psalm, 8—Chant 9; Psalm, 21—Chant 39; Te Deum, 1st—Setting; Jubilate Deo, Chant 124; Hymns, 229; Hymns, 294—Tune 290 A. & M.
Evening Prayer at 8 p.m.
Hymns, 342—Tune 221—A. & M. Psalm, 24—Chant 47; Psalm, 47—Chant 87; Magnificat, Chant 145; Nunc Dimittis, Chant 227; Hymns, 51; Hymn, 318, Verser, "Holy Father cheer our way."

St. Peter's Church, West Point.

Sunday After Ascension day, May 16th.

8 a.m.—Holy Communion.
11 a.m.—Sung Matins.
Preacher: The Chaplain.

Peak Church.

8.15 a.m.—Holy Communion.
8.30 p.m.—Evening Service.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11.15 a.m.
Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.

SUNDAY 16TH MAY 1920.

Morning Service at 10.15 a.m.
Preacher: Rev. S. W. Scholes.
Evening Service, at 8 p.m.
Preacher: Rev. S. W. Scholes.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

Roman Catholic Cathedral, Gloucester.

Mass at 8, 7 and 9.30 a.m.
High Mass at 8 a.m.
5.30 p.m.—Benediction of the Blessed Sacrament.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

NEW P. & O. VESSELS.

THE "NALDERA" AND "NARKUNDA."

There are now lying in Tilbury Dock two mail and passenger steamers, the "Naldera" and "Narkunda," fresh from the hands of their builders which are believed to be the most luxurious and attractive vessels yet designed for the Indian and Australian trades. The "Naldera" will be despatched for Australian ports via Bombay on the 10th instant and the "Narkunda" to Bombay via Egypt and Aden a fortnight later. The "Naldera" was launched from the yard of Messrs. Caird & Co., Greenock (since amalgamated with the firm of Harland & Wolff, Ltd.), on December 29, 1917. Although intended for completion as a passenger and mail steamer she was, owing to the exigencies of the war, temporarily fitted out as a cargo steamer and later converted for use first as an aeroplane carrier and then as an armed merchant cruiser, but has now been entirely reconditioned for the service for which she was originally projected. She is of 15,800 gross tons, length 605 feet, breadth 67 feet 2 inches, moulded depth (main deck to keel) 47 feet 4 inches and is driven by two sets of quadruple expansion reciprocating engines developing 18,000 horse power and a sea-speed of 18½ knots.

The first and second dining saloons are respectively at the forward and after ends of the midship portion of the main deck with elaborately equipped kitchens and culinary offices between. Both dining saloons extend through the width of the ship, and all possible care has been expended in planning their lighting and ventilation. On the main deck, aft, are second saloon cabins and bath rooms. The upper deck is entirely occupied by first and second class cabins liberally interspersed with bath rooms, and there are, besides, on this deck, six bedrooms—deluxe with bath rooms, etc., en suite.

First-class bedrooms, cabins for two persons fill the middle portion of the hurricane deck, on the after part of which are the second saloon smoking and music rooms and, at the forward end, a double range of single or two-bed cabins. Cabin ports on this deck all open under the shelter of the promenade deck; amidships there is a continuous range of bath-rooms.

All cabins throughout the ship have lavatory basins with continuous water supply, wardrobes, and, in many cases, writing tables. Where the cabins are double-banked, they are arranged on the tandem principle, so that every cabin, whether of the first or second class, has its own port-holes opening to the outside air.

The promenade decks, both first and second class, strike one as being wider and longer than are commonly seen, and that this is not merely an impression is proved by the structure of the upper part of the vessel which shows the promenade deck supported on brackets which splay outwards beyond the limits of the bulwarks, suggesting, constructively, what is known in architecture as an overhanging upper story. The small lateral extension above the brackets, multiplied longitudinally, makes an immense difference in space and has been secured without the slightest sacrifice of any essential structural quality.

All the public rooms of the "Naldera" are panelled in dull finished brown oak, with the exception of the first class dining saloon, the walls of which have been painted to imitate the exact appearance and slight variation in tone of old ivory. In pleasant contrast with these vellum like walls, are the movable chairs in natural coloured oak, with oval backs, pierced centre panels, whose design recalls but excels the work of Heppelwhite.

Round the oval well which rises from the centre of the saloon is a riotously painted deep frieze by Professor Gerald Moira, in gay and animated tints, where nymphs and dryads disport themselves in woodland surroundings under the bright lemon-clouded sky of an Eastern sunset. The treatment of this painting is broad and effective, and when it is illuminated by the scores of electric lights placed beneath it and hidden from below by a cornice moulding, the whole of the frieze is a blaze of gorgeous colouring.

Moreover, the music room, which surrounds this central well on the promenade deck, two decks above the dining saloon, also receives its main effect from Professor Moira's work which, indeed, dominates the decorative scheme of this part of the ship, the quiet and reticent treatment

of walls and ceilings contributing a rich but subdued frame work to the picture.

The music saloon is divided from the divan by a light wooden bulkhead with plate glass doors. Generally, both apartments are designed and furnished in a style which combines elegance and comfort in a superlative degree. At the after end of the promenade deck is the first class smoking room the furniture of which is in the style of William III and Mary. Here are deep, roomy lounges and big arm-chairs upholstered in green morocco leather, the walls being panelled between fluted pilasters having carved caps. At its after end, the first smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the divan, two smaller wing verandahs with appropriate furniture. Forward of the smoking saloon on this deck are twenty single-bed cabins with abundant bath-rooms accommodation. Above the smoking saloon, on the boat deck, is a second verandah cafe facing aft and overlooking the fine sheltered second-class promenade on the poop deck.

The second class dining and smoking saloons are beautifully panelled and mahogany chairs in the style of Queen Anne, with tall backs and centre splats, inlaid with the monogram of the Company, are part of the furnishing equipment.

A striking feature of the "Naldera" is the gymnasium, which is situated on the promenade deck between the divan and the smoking saloon. Here those inclined to exercise will find such novelties as an electrically-driven riding horse, a double cycle-racing machine, hydraulic rowing machine, adjustable punch ball, pulley-weight exerciser, nautilus steering wheel with artificial resistances, wrist exercisers, dumb-bells, foils, etc., together with a weighing machine and a height recorder.

One of the most fascinating apartments of the vessel is the chart-room, where none but those concerned with the navigation of the ship may penetrate. Here are up-to-date devices for the working of the vessel at sea. A tell-tale board from which current is turned on from a series of switches to the mast-head lights and the stern light (white) the port and starboard lights (red and green respectively) at the same time illuminates corresponding miniature lights on the switch-board; if by any mischance any one of the main lights should cease to gleam its tell-tale correspondent also becomes extinguished and an alarm bell is sounded in the chart-room. Above the telemotor steering gear is a periscope prism which projects the compass card, as a typical face at the level of the helmsman's eyes, so that he may at the same time view the card, the course, and the waters through which the vessel is advancing; chiefly, it obviates the need of stooping over the compass card which is balanced horizontally in the binnacle below. In another bridge-indicator miniature vertical pistons, red and green, actuated from the port and starboard engines themselves, reflect the action of the engines and ensure accord with the directions transmitted from the bridge. Telephonic communication is provided between the bridge and the various departments of the ship, the powerful instruments magnifying the human voice so that replies can be heard at a considerable distance.

Outside the chart-room the expanse of the bridge itself excites mild surprise but it is in keeping with the rest of the ship, whose abiding characteristic, from the cabins of the quarters of the crew—is generous spacing. The "Naldera" sounds the knell of the old days when two or more junior officers shared a cabin of limited dimensions with a denial of personal privacy; on the chart-room level each officer has his own apartment; and the range of officers' cabins is completed by bath rooms, etc. en suite. Turning one's eyes aft over the expanse of the boat deck one sees ranges of roomy, substantial and shapely lifeboats which challenge the statements—from a naval pen—in a recent magazine article as to the character of this provision in liners.

Two handsome sets of reciprocating engines mainly fill the space in the engine-room. Here one may stand and trace the course of the condensed and purified water delivered at boiling point to the boilers, passing thence, as steam through its asbestos-jacketed channel to the high-pressure cylinders, which it reaches with a force of 210 lbs. to the square inch, thence through the first and second intermediate to the low pressure cylinders where it arrives with a mean force to the square inch of less than 15 lbs.; thence to the condenser and as fresh water re-purified and re-heated, back to the boilers and so on, in endless circulation. As in every ship, there is a constant loss of fresh water in

this process of circulation, and to replace this the sea-water condenser is, as usual, a constant contributor. One turns from the enormity of the main shafts there is grouped auxiliary machinery which generates electric current for light and power or produces arctic temperatures for the preservation in transit of the successive consignments of perishable cargo which the "Naldera" will bring from "down under" to the insufficiently producing mother country.

Forward of the engine-room is a street of boilers served by fifty furnaces. At one end and a little aside from the midship way which runs fore and aft between the boilers is an uninteresting grating of wide interstices. The function which it serves is remarkable enough; through this grating all the ashes of the furnaces are passed into a chamber having for its floor a trap door opening to the deep sea beneath the ship; about this door play opposing forces, for the pressure of the outer sea keeps the door closed until there comes into action above it a jet of water driven at such pressure as to force the door downwards and open; into this jet fall from the grating the "ashes" of which the ship must constantly rid her furnaces and herself and by it these are driven into the sea; and as the pressure of the jet is greater from above than that of the sea from beneath, no sea-water can make its way into the vessel through the open door. When the water jet is suspended, the rush of sea-water to the opening carries the door with it, closes it and keeps it closed until the ash-ejecting jet be again brought into operation.

One indispensable device on the main engines, the link motion invented by Stephenson, the father of steam engines, has not been displaced by any superior contrivance to this day. From one of the side platforms of the starboard engine one may examine a compact automatic governor which instantly shuts off steam when, in a pitching sea, the propeller emerges from the water and which reopens the steam valve when the propeller is again immersed. This applied also on the port side, prevents "racing" of the engines thereby saving an incalculable amount of wear and tear, and prolonging their life to a very considerable extent.

Care of the health of the ship's company is of course in the hands of a qualified medical man, whose dispensary adjoins his personal cabin. En suite are a pair of two-bed cabins where any serious case of illness may be tended; while, for infectious cases, three isolation houses are provided on the extremity of the poop—one each for male or female Europeans, the third for native seamen or firemen.

The ship's cabins have an allure of their own; cool white enamelled walls, berths, each (where more than one occurs) with its own electric fan and reading lamp, promise the most agreeable conditions for repose. A steward's pantry on every deck, fully equipped for immediate service, is a great convenience and will make much for the early morning comfort of passengers en voyage. There are specially arranged rooms, known as the "incheape" cabins, whose optional combination offers convenient facilities for family parties.

Communication between the successive tiers of first saloon accommodation on the main, upper, hurricane and promenade decks is rendered easy by two electrically-driven passenger lifts which, on the hurricane deck, give access to the spacious vestibule or reception hall and the purser's information bureau. The "Naldera" has accommodation in the first saloon for 426 passengers, and for 247 passengers in the second saloon, for all of whom the dining saloons provide simultaneous seating accommodation.

The "Narkunda" whose constructional history is similar to that of the "Naldera" was built at Messrs. Harland and Wolff's Belfast yard, and has also been brought into the condition originally planned. She is of approximately the same dimensions and general character as the "Naldera" and like her has three funnels and a stern of the cruiser type, these ships being the earliest of P. & O. steamers to be so designed. The character of these is a matter of superlative interest for the prospective passenger. The P. & O. Company claim that it has been and is their policy to carry out a building programme which, from the passengers' point of view, shall be continuously progressive; and the "Naldera" and "Narkunda" are the first of a new series of six vessels which will, in some sense, reflect the increasing activities and wealth of the British Communities of the Southern Hemisphere.

Two new launches are being built for the "WALLA-WALLA" Reet. Phone No. 3516.

NOTICES.

DAIRY FARM NEWS.

Received new shipments

of
**LAMB, MUTTON, BEEF,
RABBITS, HARES,**
&c., &c.
from Australia.

KIPPER, FINNAN HADDOCKS, FILLET HADDOCKS,
direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar.

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"Keepkool" Underwear

FOR MEN.

THE NEW IDEA IN SUMMER UNDERWEAR.

"The Only Elastic Ribbed Porous Underwear."

WITH the advance of civilization the question of dress ever becomes a matter of greater importance. Particularly in tropical climates any article of dress that tends to mitigate the suffering caused by extreme heat is sure to find a cordial reception.

Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than porous to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. Keepkool underwear is the only brand that fulfils all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

VESTS with Short Sleeve \$2.50 each
Size 32 to 44 inch.

KNEE DRAWERS \$2.50 each
Size 34 to 44 inch.

The NEW STYLE one Button Combination
Size 32 to 42 inch. \$4.75 each.

CALL IN AND EXAMINE THE GOODS.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central, Hongkong.

SUMMER BARGAINS
SHIRTS
SPORT GARMENTS

Unsurpassed for

STYLE & VALUE

Guaranteed Fadeless.

THE SINCERE CO., LTD.

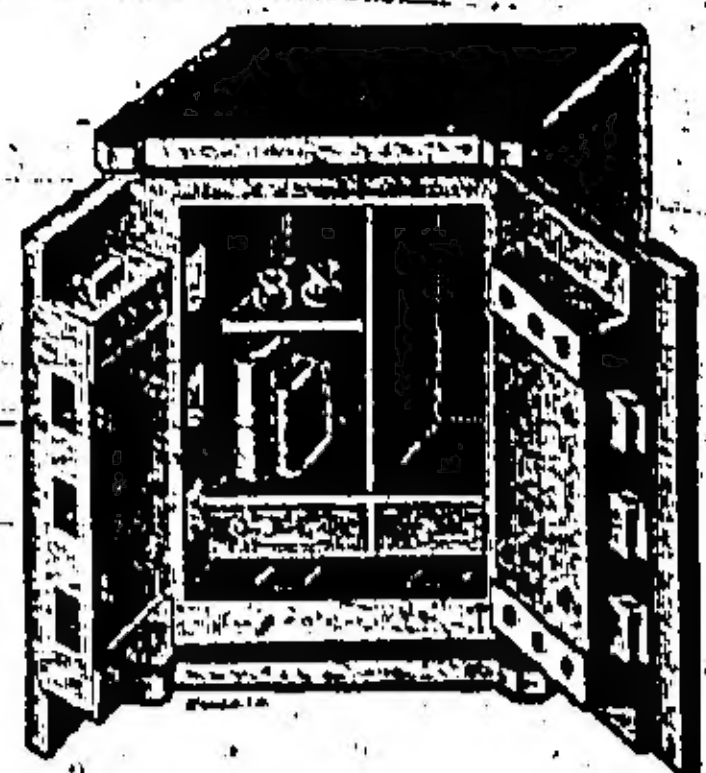
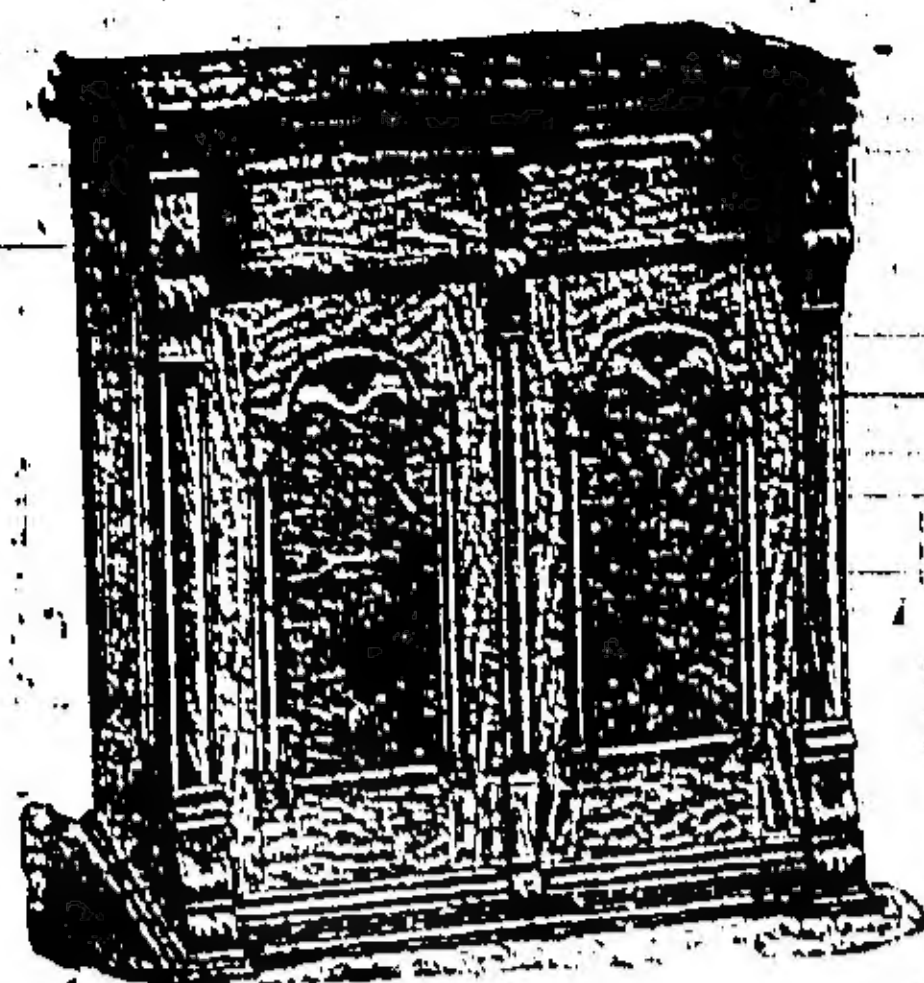
"Hongkong Emporium."



HARDWARE AND LOCKS



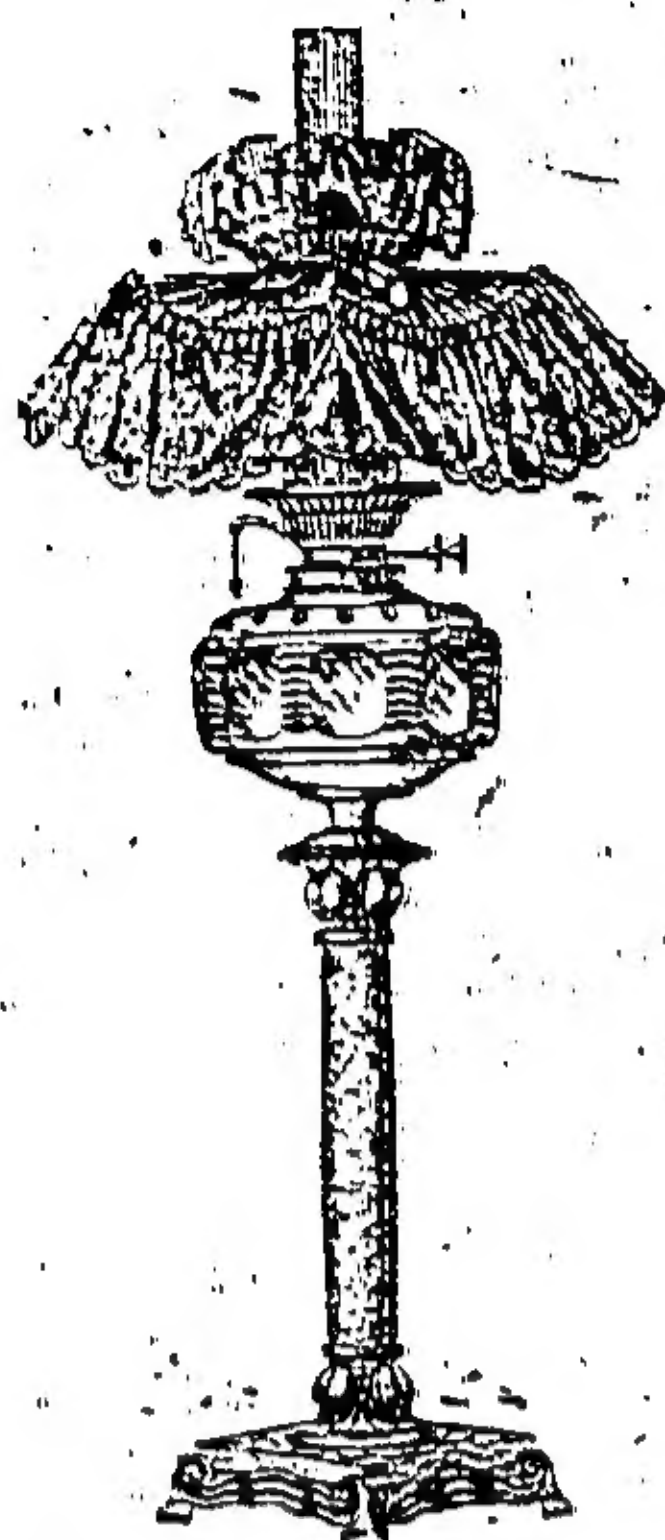
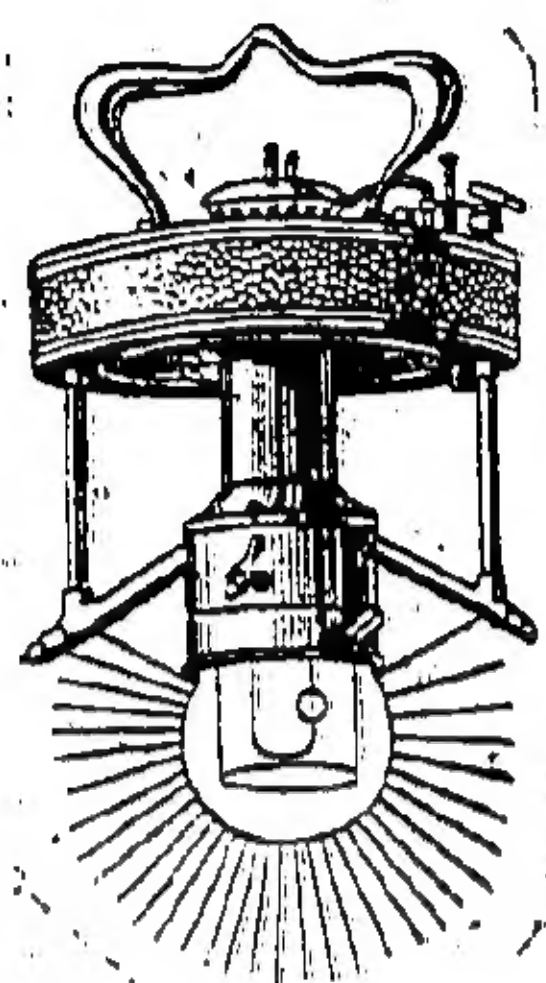
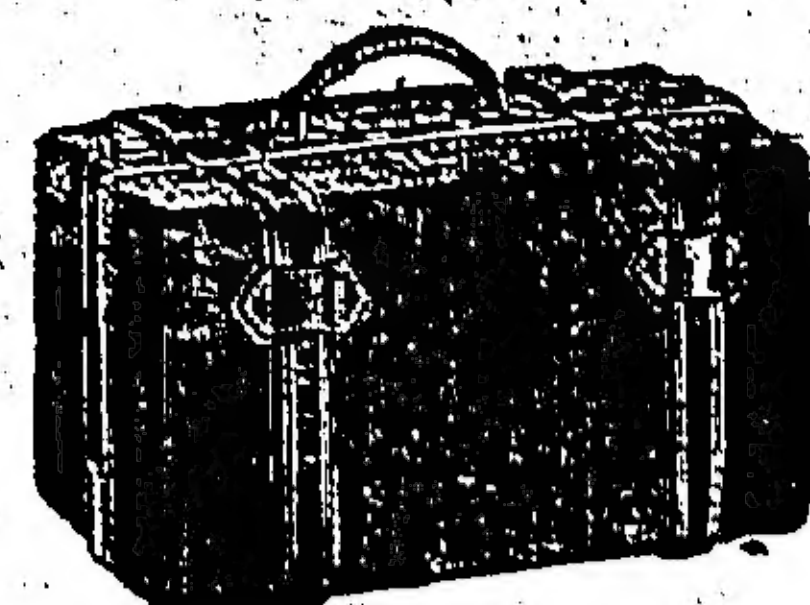
LOCKS AND HARDWARE



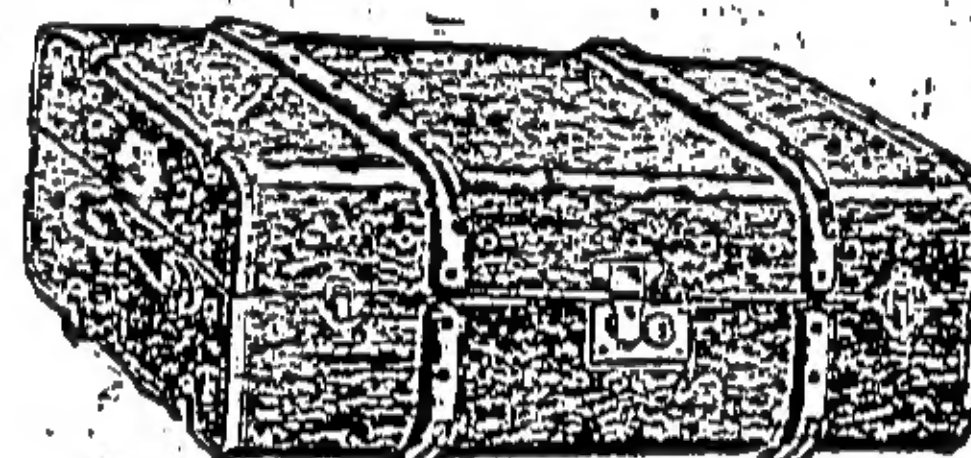
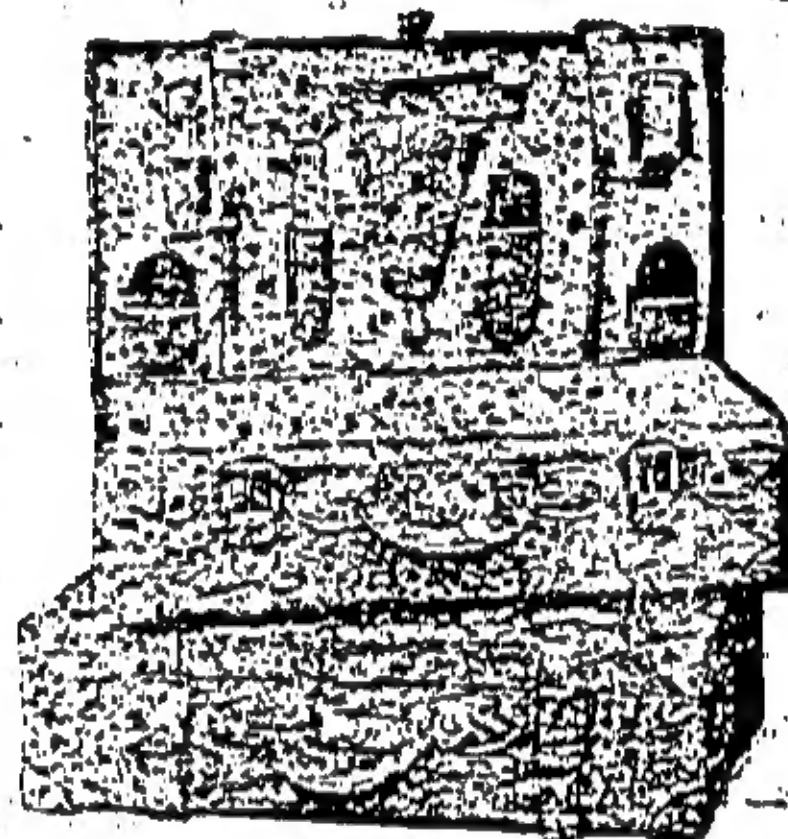
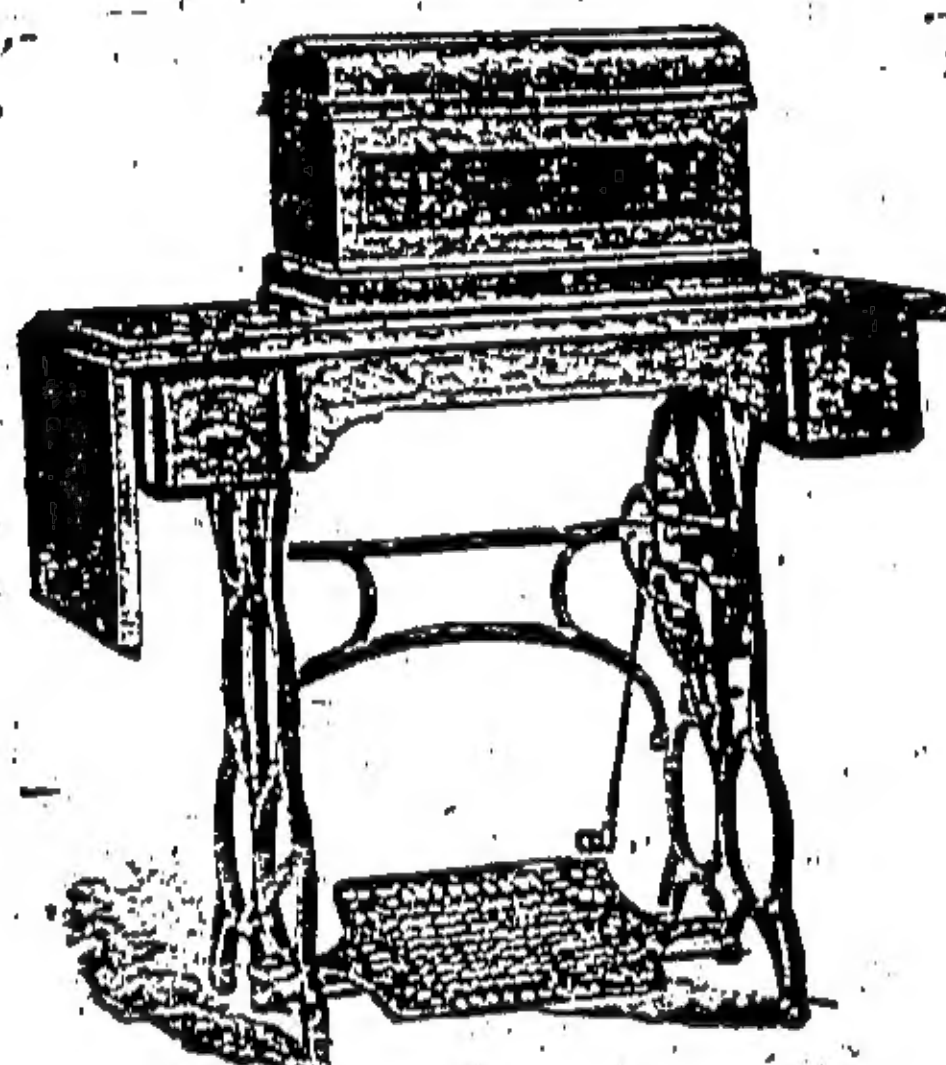
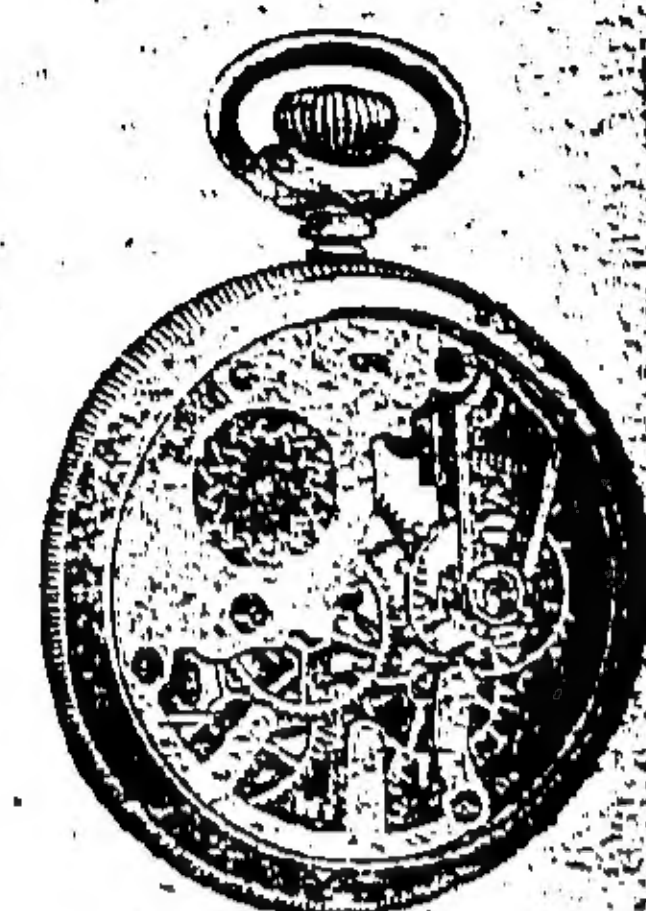
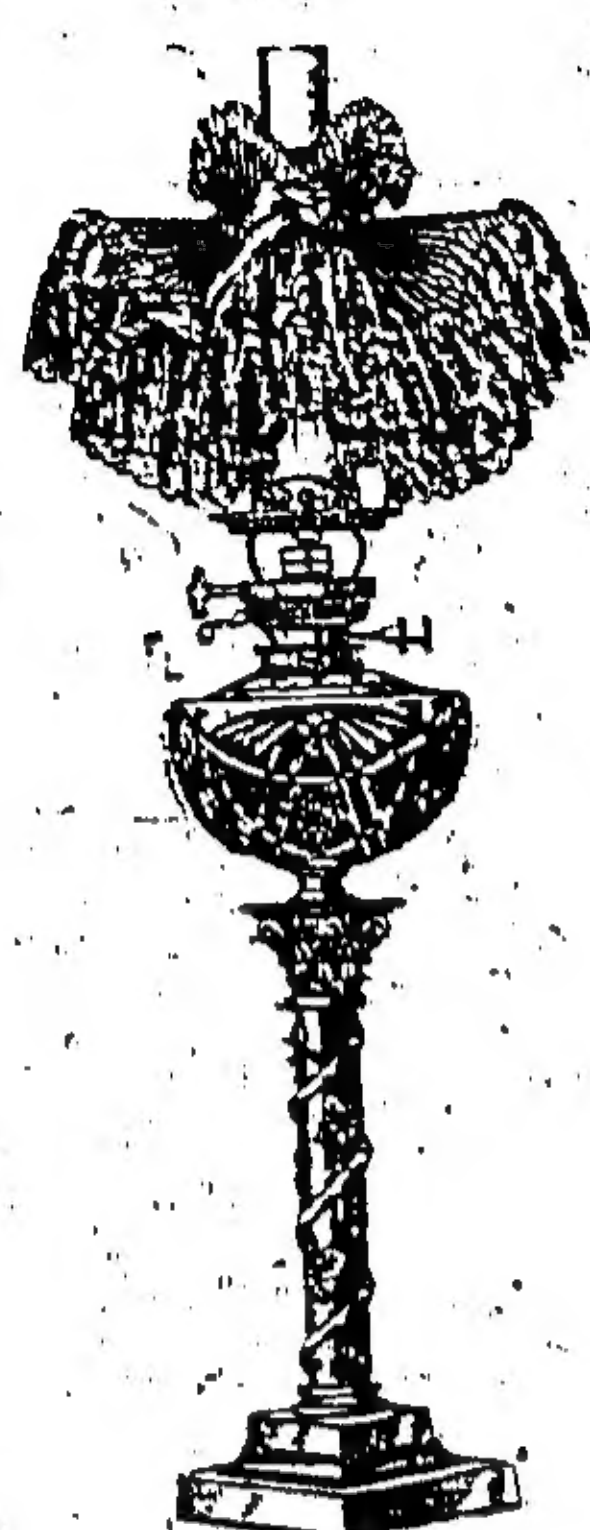
統辦環球貨品



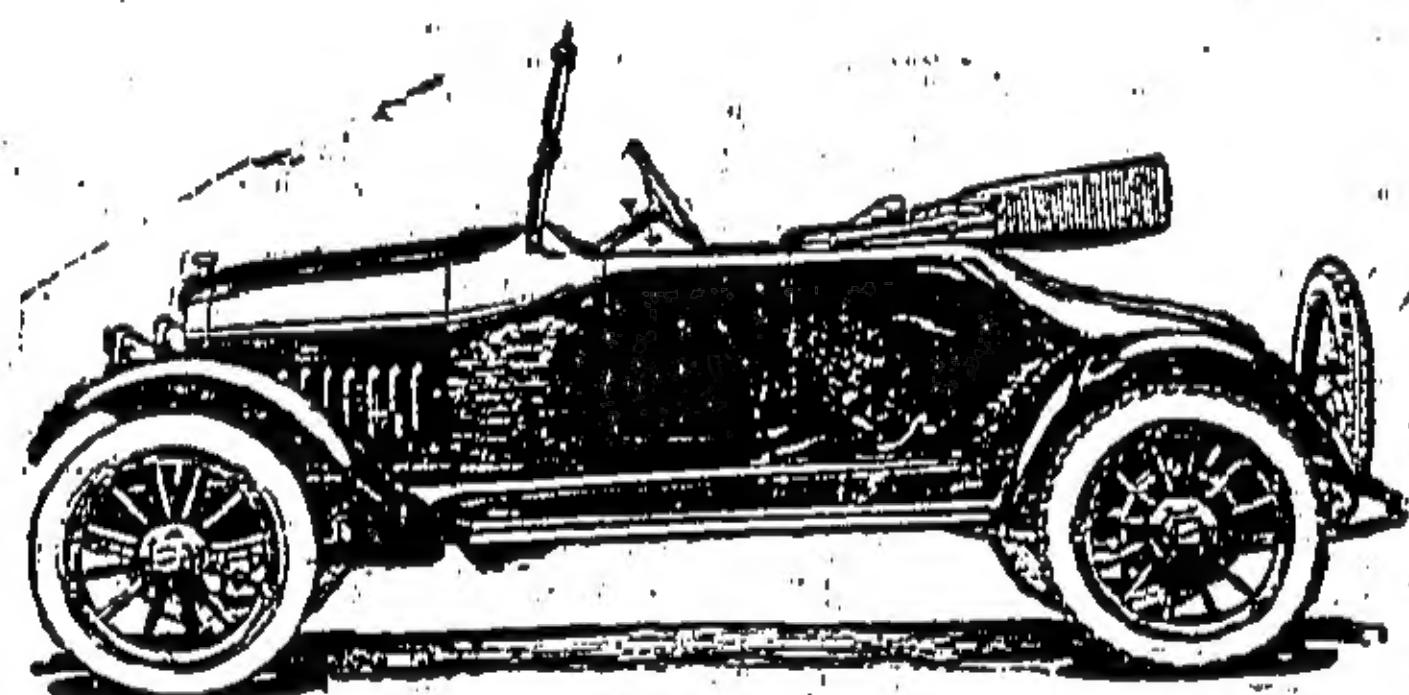
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THE SINCERE CO., LD.



MAXWELL CARS.



TO do one thing well—to do it better, day after day, tells the story that made building 300,000 Maxwell Motor Cars on the original, simple chassis design possible.

The Maxwell owner feels proud of the performance of his Maxwell Car. It has justly earned the reputation of the "thrifty car" because it runs most miles per gallon of petrol and most miles per tyre with exceptionally low cost for spares.

And the striking appearance of to-day's Maxwell marks one of the many steps in the refinement of a remarkable, low priced motor car.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

John D. Williams & Company
Export Distributors
2 Rector Street, New York.

Cable Address: "Liamson—New York"



More miles per gallon
More miles on tyres

SILVA-NETTO & CO., Hongkong, China.
E. W. FRAZER & CO., 5 Rue de Paris, Tientsin, China.
THE SHANGHAI GARAGE CO., 4 Foochow Road, Shanghai, China.

BUY YOUR STATIONERY FROM US.

We Keep the Finest
Stocks Complete.

PRICES MODERATE

DER A. WING & CO.

Paper Merchants

Stationery, Printers & Bookbinders.
60, Des Vaux Road, CENTRAL.

GREAT FIND OF BURGUNDY.

20,000 BOTTLES CONCEALED IN LIEGE.

The successful concealment beneath an ice factory in Liege of twenty thousand bottles of the finest Burgundy under the very noses of the Germans is a romance of the war revealed by the acquisition of the wine recently by a British firm.

The discovery is said to be the most sensational event for years in the wine trade, and the fact that half of it has already been sold in Britain on the names of the wines alone is a severe blow to the Pussyfoot campaign.

Messrs. Berry Brothers, of 3, St. James' Street, W., are the purchasers, and they received intimation of the existence of the wine by a letter received from a Belgian commission agent. "Inquiries showed that he was acting on behalf of some impoverished families of Liege, the proprietors of the wine," said Mr. F. Berry to a *Daily Express* representative.

"They wished to dispose of the whole of it at once, and on account of the large price they were compelled to offer the wine in a country where the rate of exchange is very advantageous to the buyer. I went to Liege to see the wine, and found it stored in arched vaults under an ice-factory."

"The Belgians told me that for the first two years of the German occupation the Germans did not do a great deal of requisitioning of wine. They knew where it was to be had, and took as much as they wanted. The course of the war began to be a little uncertain, and they started requisitioning right and left in 1917. The owners of the 20,000 bottles then put their heads together, and with considerable cleverness and very secretly assembled the wine in stout cases, carried it through the streets, and drove the vans through the gates of the ice factory, expecting every moment to have a search made by

WHERE WIVES ARE SOLD.

Wives are still marketable goods in some parts of the kingdom, notably South Wales.

This astonishing fact was revealed in the Divorce Court one day, during the hearing of a petition in which a co-respondent said that he took another man's wife because he understood that there had been a dissolution of partnership in writing between husband and wife. Mr. Justice McCardie said that in bigamy cases at Manchester and other places in the north he had had letters handed to him showing that husband and wife had decided to dissolve partnership, and had done so in writing.

Mr. Tyndale said he knew of a particular district in South Wales where contracts for the bargain and sale of a wife were often entered into. He added that he had advised in such cases more than once.

The Judge: Do they put it into writing themselves?

Mr. Tyndale: Yes, they do not get lawyers to draw up the document.

"It is quite a common thing in the colliery districts of Wales for a miner to sell his wife," said Mr. Tyndale to a *Daily Express* representative last night. "The usual form of contract is something like this:—

"I, hereby agree to give the sum of £100 for the wife of—, and take possession of her from this date."

"I have dealt with hundreds of such cases," continued Mr. Tyndale, "the last was six months ago. I think the practice dates back hundreds of years. I am not sure, but I think it was possible for a man to dispose of his wife for a shilling. Of course, the practice was not at any time recognised by law, but it was quite an ordinary thing."

the German guards. "It was placed in the vaults, and the entrance was hidden by boxes placed over it."

"The remarkable thing is that a find of such wine should be made in Europe at all. It includes Clos du Roy, Chambertin, Clos du Tart, Musigny, Romanee, Corton, Pommard, Richebourg, Clos Vougeot, and Clos des Mares, the vintages ranging from 1885 to 1911, and including the famous vintages of 1904, 1906, and 1911.

"Buyers from Switzerland and Holland, and other wine merchants from England arrived on the spot almost immediately after we had purchased the wine, so keen was the competition to secure it."

SAVARESSE'S
SANTAL
CAPSULES

EUROPEAN RECOMMENDATION
OF CAPSULES Made in London

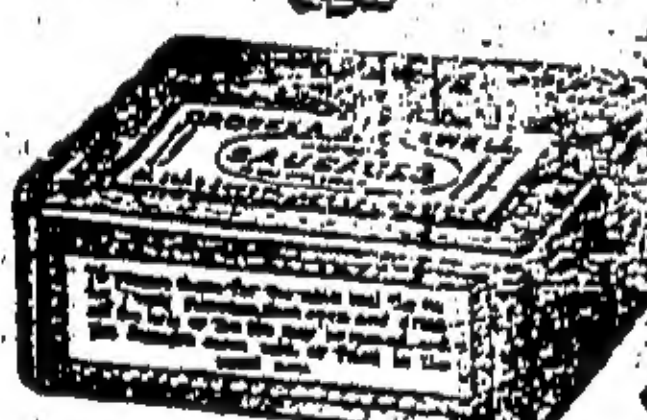
Another of C. & B.'s Delicacies

C. & B. OXFORD SAUSAGES

UNEXCELLED.

Crosse & Blackwell guarantee these and all their other table delicacies to be produced under ideal conditions of cleanliness.

AGENTS FOR LIA & FERRING WORCESTERSHIRE SAUCE



Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS,
ASTHMA,
BRONCHITIS.

Acts like a charm in
DIARRHŒA, DYSENTERY, and CHOLERA.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; soothes a calm refreshing sleep; always irritates the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words Dr. J. Collis Browne's Chlorodyne on the label.

Sold by all Chemists.

Price in England: 1/11, 2/3, 4/3.

The Most valuable Remedy ever discovered. Effectually cures short attacks of SPASMS, Checks and arrests these in their fatal progress: FEVER, GROUP, AGUE.

NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE.

Sole Manufacturers: A. J. DAVEY & CO., Ltd., London, S.E.

VETARZO BLOOD MEDICINE

Without pure blood health is impossible. Vetarzo is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; soothes a calm refreshing sleep; always irritates the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

MARTIN'S APOLASTIC PILLS

It is a French Remedy for all kinds of ailments. It is a French Remedy for all kinds of ailments. It is a French Remedy for all kinds of ailments.

THE
"GARRICK"
IDEAL
VIRGINIA CIGARETTES



A Cigarette that finds favor with every palate.

A
NEW SHIPMENT
HAS
JUST ARRIVED.

BANKS

SHEWAN TOMES & COY
Agents

HONGKONG GARRISON
TENNIS LEAGUE.

THE LIST OF FIXTURES.

The following is a list of fixtures in the Hongkong Garrison Tennis League, play in which has already commenced. Since the fixture list was drawn up, the Band of the Wiltshires, which had entered a team, have been forced to withdraw, because the Band players are required for their respective Companies. Master-Gunner May is Secretary of the League. Owing to the scarcity of Army courts, the number of games has been reduced from eleven to nine. The list is as follows:

DURING THE WEEK-ENDING.

8th May—"B" Co. Wilts v. Staff; R.A.O.C. "C" Co. Wilts v. Staff; R.E. v. 88 Co. R.G.A.; R.A.M.C. "A" v. "D" Co. Wilts; R.A.M.C. "B" v. 83 Co. R.G.A.; "A" Co. Wilts, Bye.

15th May—"A.O.C. v. R.E.; Staff v. R.A.M.C. "A"; 88 Co. R.G.A. v. R.A.M.C. "B"; "D" Co. Wilts v. "A" Co. Wilts; 83 Co. R.G.A. v. "B" Co. Wilts; "C" Co. Wilts, Bye.

22nd May—"A" Co. Wilts v. R.A.O.C.; "C" Co. Wilts v. 88 Co. R.G.A.; R.E. v. Staff; R.A.M.C. "A" v. 83 Co. R.G.A.; R.A.M.C. "B" v. "D" Co. Wilts; "B" Co. Wilts, Bye.

29th May—"A.O.C. v. "C" Co. Wilts; "A" Co. Wilts v. "B" Co. Wilts; Staff v. R.A.M.C. "B"; 88 Co. R.G.A. v. R.A.M.C. "A"; 83 Co. R.G.A. v. R.E.; "D" Co. Wilts, Bye.

5th June—"C" Co. Wilts v. 83 Co. R.G.A.; R.A.M.C. "B" v. R.A.O.C.; R.E. v. "B" Co. Wilts; R.A.M.C. "A" v. "D" Co. Wilts; Staff v. 88 Co. R.G.A.; Bye.

12th June—"A" Co. Wilts v. "C" Co. Wilts; "B" Co. Wilts v. Staff; R.A.M.C. "A" v. R.A.O.C.; R.A.M.C. "B" v. 83 Co. R.G.A.; "D" Co. Wilts v. 88 Co. R.G.A.; Bye.

19th June—"A" Co. Wilts v. 88 Co. R.G.A.; R.E. v. "B" Co. Wilts; Staff v. R.A.M.C. "A"; 83 Co. R.G.A. v. R.A.M.C. "B"; "D" Co. Wilts v. "A" Co. Wilts; Bye.

26th June—"A.O.C. v. 88 Co. R.G.A.; "B" Co. Wilts v. R.A.M.C. "A"; 83 Co. R.G.A. v. "D" Co. Wilts; Staff v. R.A.M.C. "B"; "C" Co. Wilts v. R.A.O.C.; Bye.

3rd July—"A" Co. Wilts v. Staff; R.A.M.C. "A" v. "B" Co. Wilts; R.A.M.C. "B" v. "C" Co. Wilts; 88 Co. R.G.A. v. R.A.O.C.; "A" Co. Wilts, Bye.

10th July—"88 Co. R.G.A. v. "A" Co. Wilts; "D" Co. Wilts v. "C" Co. Wilts; Staff v. R.A.M.C. "A"; 83 Co. R.G.A. v. R.A.O.C.; "B" Co. Wilts, Bye.

17th July—"R.E. v. "C" Co. Wilts; Staff v. 88 Co. R.G.A.; "B" Co. Wilts v. "D" Co. Wilts; 83 Co. R.G.A. v. R.A.O.C.; "A" Co. Wilts v. R.A.M.C. "B"; Bye.

24th July—"A" Co. Wilts v. Staff; R.A.M.C. "A" v. "B" Co. Wilts; 88 Co. R.G.A. v. R.A.O.C.; "A" Co. Wilts, Bye.

POST OFFICE.

The Hongkong Postal Guide for 1920, may now be obtained at the G.P.O. at 50 cents per copy.

INWARD MAIL.

SUNDAY, May 16.
Japan—Per TATSUNO MARU.
Straits—Per NELLORE.
U.S.A., Japan and Shanghai—Per TENYO MARU.
MONDAY, May 17.
Straits—Per DELTA.
Shanghai—Per SUNNING.
FRIDAY, May 21.
Shanghai and Japan—Per MISHIMA MARU.
SATURDAY, May 22.
Straits—Per TSUSHIMA MARU.
MONDAY, May 24.
Australia—Per TANGO MARU.

OUTWARD MAIL.

SATURDAY, May 15.
Shanghai and North China—Per TEAN, 3 p.m.
Straits, Bangkok, Ceylon, Mauritius, India via Dhankooki, Bombay and Aden—Per SIAM MARU, 4 p.m.
Haiphong—Per MO HON, 5 p.m.
Quinhon—Per TOMSIMA MARU, 5 p.m.
Port Beards—Per CHUEN ON, 5 p.m.
Formosa via Keelung—Per TAGA MARU, 5 p.m.
Wahai, Cebu and Tientsin—Per HUIHOW, 5 p.m.
Hoibov, Pakhoi and Haiphong—Per KAITUNG, 5 p.m.
Shanghai and North China—Per PROFESSOR, 5 p.m.

SUNDAY, May 16.
Swatow, Amoy and Formosa via Keelung—Per KALFO MARU, 9 a.m.
MONDAY, May 17.
Shanghai, North China, and Japan via Moit—Per NELLORE, 3 p.m.
Swatow and Fochow—Per CHEK SANG, 3 p.m.
Shanghai and North China—Per DELTA, 5 p.m.

TUESDAY, May 18.
Swatow and Fochow—Per LUCHOW, 9 a.m.
Shanghai, North China, Japan, via Kobe, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO—Per VENEZUELA, Registration 2.45 p.m. Letters 3.30 p.m.
Swatow, Amoy and Fochow—Per HAI HONG, 1 p.m.

AMOI, Shanghai and North China—Per SHANTUNG, 2 p.m.
WEDNESDAY, May 19.
Mauritius—Per HWAH KUN, 10 a.m.
THURSDAY, May 20.
Swatow, Amoy and Formosa via Takao—Per SOSEU MARU, 8 a.m.

*Shanghai and North China—Per SUNNING, 10 a.m.
Shanghai, North China, Japan via Kobe—Per INABA MARU, 10 a.m.
Japan via Kobe, Seattle and Vancouver—Per DELIGHT, 11 a.m.

FRIDAY, May 21.
Swatow, Amoy and Fochow—Per HAICHING, 1 p.m.
Philippine Islands—Per YUENSANG, 3 p.m.

SATURDAY, May 22.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, North Africa, India via Dhankooki, Egypt and MARSEILLES—Per MISHIMA MARU, Registration 2.45 a.m. Letters 3.30 a.m.
Philippine Islands, *Shanghai, *North China, Japan via Nagasaki, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA B.C.—Per KASHIMA MARU, Letters 10 a.m.

"Gets-It" Peels My Corns Off!

Any Corn or Callus Comes Off Peacefully, Painlessly. Never Falls.

It is almost a picnic to get rid of a corn or callus. "Gets-It" does away forever with "conventional" sticky, troublesome, plaster, greasy ointments that rub off, blood-letting knives, and electric heat into the "quick." "Gets-It" causes pain. Your aching corn subsides, dies, loosens from the toe. You peel the corn painlessly from your toe in one complete piece. There is no pleasure of it—you peel it off as you would a banana skin. Nothing else but "Gets-It" can do it. Get-peaceful, common sense "Gets-It." "Gets-It" is the guaranteed, money-back corn-remover, the only sure way, costs but a few cents, at all chemists and stores. Made by Dr. Lawrence & Co., Chicago, U. S. A.

Sole Distributors
MULLER-PHIPPS
& HODGES, Ltd.,
35 Klause Road,
SHANGHAI.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 14, Wyndham St.

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ARNHOLD BROTHERS & Co., Ltd.
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Centrifugal Pumps to suit all purposes.

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GERIN, DREVARD & CO.
HONGKONG, St. George's Building.
CANTON, Shameen.

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Westinghouse

D.C. GENERAL UTILITY MOTOR TYPE C.D.

3 PHASE A.C. GENERAL UTILITY MOTOR TYPE C.S.A.

SINGLE PHASE A.C. GENERAL UTILITY MOTOR TYPE C.A.

These General Utility Motors can be used to drive many small machines such as Sign Flashers, Small Printing Presses, Blowers, Etc. Made in sizes ranging from 1/20 to 1 H.P.

W
WESTINGHOUSE
ELECTRIC

MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. *Empress of Japan* arrived at Kobe on the 13th May and is due at Yokohama on the 14th May and is due at Shanghai on the 15th May.

The C.P.O.S. Co's s.s. *Meikong* arrived at Yokohama on the 13th April and is due at Vancouver on the 15th May.

The T.N.K. s.s. *Tango Maru* sailed from Shanghai at 2 p.m. on the 13th inst. and is due at this port Sunday, 16th inst. at daylight.

The F. & O. S. N. Co. s.s. *Nellie* left Singapore for this port on 11th inst. at 6 p.m. and is due here on the 16th inst. at about 11 a.m.

The N.Y.K. s.s. *Tatsuno Maru* (Calcutta Line) left Kobe for this port via Moji on the 14th May and is expected here on the 16th May.

The Bon Line s.s. *Benmaru* from Antwerp and London left Singapore for this port on 9th May and may be expected to arrive here on the 15th May.

The F. & O. S. N. Co. s.s. *Delia* left Singapore for this port on the 13th inst. at 4 p.m. and is due here on the 17th inst. at about 8 a.m.

The F. & O. S. N. Co. s.s. *Japan* left Singapore for this port on the 14th inst. at a.m. and is due here on the 17th inst. at about p.m.

The N.Y.K. s.s. *Inaba Maru* (European Line) left London for this port via Suez on the 9th April and is expected here on the 16th May.

The N.Y.K. s.s. *Mishima Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 15th May and is expected here on the 16th May.

The N.Y.K. s.s. *Tsushima Maru* (Liverpool Line) left Liverpool for this port via Suez on the 14th April and is expected here on the 16th May.

The N.Y.K. s.s. *Tango Maru* (Australian Line) left Thursday Island for this port via Manila on the 11th May and is expected here on the 16th May.

The C.P.O.S. Co's R.M.S. *Montezuma* left Vancouver for Hongkong, via Japan ports, and Shanghai on the 1st May and is due here on or about the 16th May.

The N.Y.K. s.s. *Portland Maru* (Bombay Line) left Bombay for this port on the 9th May and is expected here on the 16th May.

The N.Y.K. s.s. *Awa Maru* (Liverpool Line) left Glasgow for this port via Suez on the 3rd April and is expected here on the 16th May.

The N.Y.K. s.s. *Penang Maru* (Liverpool Line) left Glasgow for this port via Suez on the 18th April and is expected here on the 16th May.

The N.Y.K. s.s. *Iyo Maru* (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

ENTERTAINMENTS.

THE CORONET SUPER SEASON.

TO-NIGHT at 5.15 & 9.15 p.m.

Superproduction prices.

NAZIMOVA

in the triumph of her screen career.

"OUT OF THE FOG"

At 2.30 & 7.15 p.m.

"ELMO THE MIGHTY"

Episodes 3 & 4.

TEL. 3511. HONGKONG THEATRE. TEL. 3511.

TO-NIGHT: at 5.15 and 9.15 p.m. TO-NIGHT: 11

GEORGE BEBAN

in a powerful, appealing story in 6 parts.

"HEARTS OF MEN"

[Prices as usual.]

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THE PALACE MOTOR CAR COMPANY, KOWLOON.

STUDEBAKER, CADILLAC, BUICK, OVERLAND & HUDSON.

Best Cars for Hire and for Sale at reasonable Rates.

Export Drivers. Moderate Price.

Apply to No. 14 Aston Street, or Telephone to No. 2533.

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BEST FOR CLEANING AND POLISHING CUTLERY - 3 1/2 2 1/2 1 1/2

KNIFE BOARDS

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

JOHN OAKLEY & SONS LIMITED

BLACK LEAD MILLS, LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. NELLORE, left London Mar. 28th and is due here via Colombo, Penang and Singapore May 17.

The s.s. TELERIAS, due here May 17th and sails for Shanghai June 1.

The s.s. HELENUS, due here May 18th and sails for Shanghai June 1.

The s.s. TALITHYBIUS, due here June 1st and sails for Japan June 3.

The s.s. PAK LING, due here June 2nd and sails for Japan via Shanghai June 4.

The s.s. AGAPENOR, due here June 4th and sails for Japan June 5.

The s.s. ELPHENOR, due here June 14th and sails for Shanghai June 15.

The s.s. DEUCALION, due here June 15th and sails for Shanghai June 16.

The s.s. TEREUS, due here June 19th and sails for Shanghai and Hankow June 20.

The s.s. LAOMEDON, due here June 20th and sails for Japan June 21.

The s.s. DEMODOCUS, due here June 21st and sails for Shanghai June 22.

The s.s. PYRRHUS, due here June 23rd and sails for Shanghai June 24.

The s.s. ALCEUS, due here July 3rd and sails for Shanghai and Taku July 4.

The s.s. BELLEROPHON, due here July 13th and sails for Japan July 14.

The s.s. NINGHOW, due here July 15th and sails for Shanghai and Japan July 16.

The s.s. STIEGERWALD, due here July 15th and sails for Japan July 16.

FROM AMERICA.

The s.s. EQUADOR, leaves San Francisco May 1st and is due here via Honolulu, Japan, Shanghai and Manila, June 9.

The s.s. TYNDAROS, leaves Seattle May 14th and is due here via Yokohama, Kobe and Manila, June 15.

The s.s. COLUMBIA, leaves San Francisco May 20th and is due here via Honolulu, Japan, Shanghai and Manila, July 7.

The s.s. LIXON, leaves Seattle June 24th and is due here via Yokohama, Kobe and Manila, July 25.

The s.s. PROTISLAUS, leaves Seattle July 11th and is due here via Yokohama, Kobe and Manila August 15.

FROM CALCUTTA.

The s.s. ARRATON APOAR, left Calcutta Apr. 25 and is due here May 11.

The s.s. JAPAN, left Calcutta May 4th and is due here May 19.

The s.s. TORILLA, left Calcutta May 6th and is due here May 20.

FROM BOMBAY.

The s.s. GHARINDA, left Bombay May 1st and is due here May 19.

FROM MANILA.

The s.s. TYNDAROS, leaves Manila June 13th and is due here via Yokohama, Kobe and Yokohama, June 24.

FROM SHANGHAI.

The s.s. IDOMENEUS, leaves Shanghai May 30, is due here May 24th and sails for Liverpool via Singapore and Haiphong May 25.

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